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New dual-purpose machine trims **tie-renewal** costs on Seaboard . . . . . p. 14

June 1, 1964

RAILWAY AGE WEEKLY

Railroads: In peace and (mock) war p. 16

World's Fair service: A rail showcase p. 20

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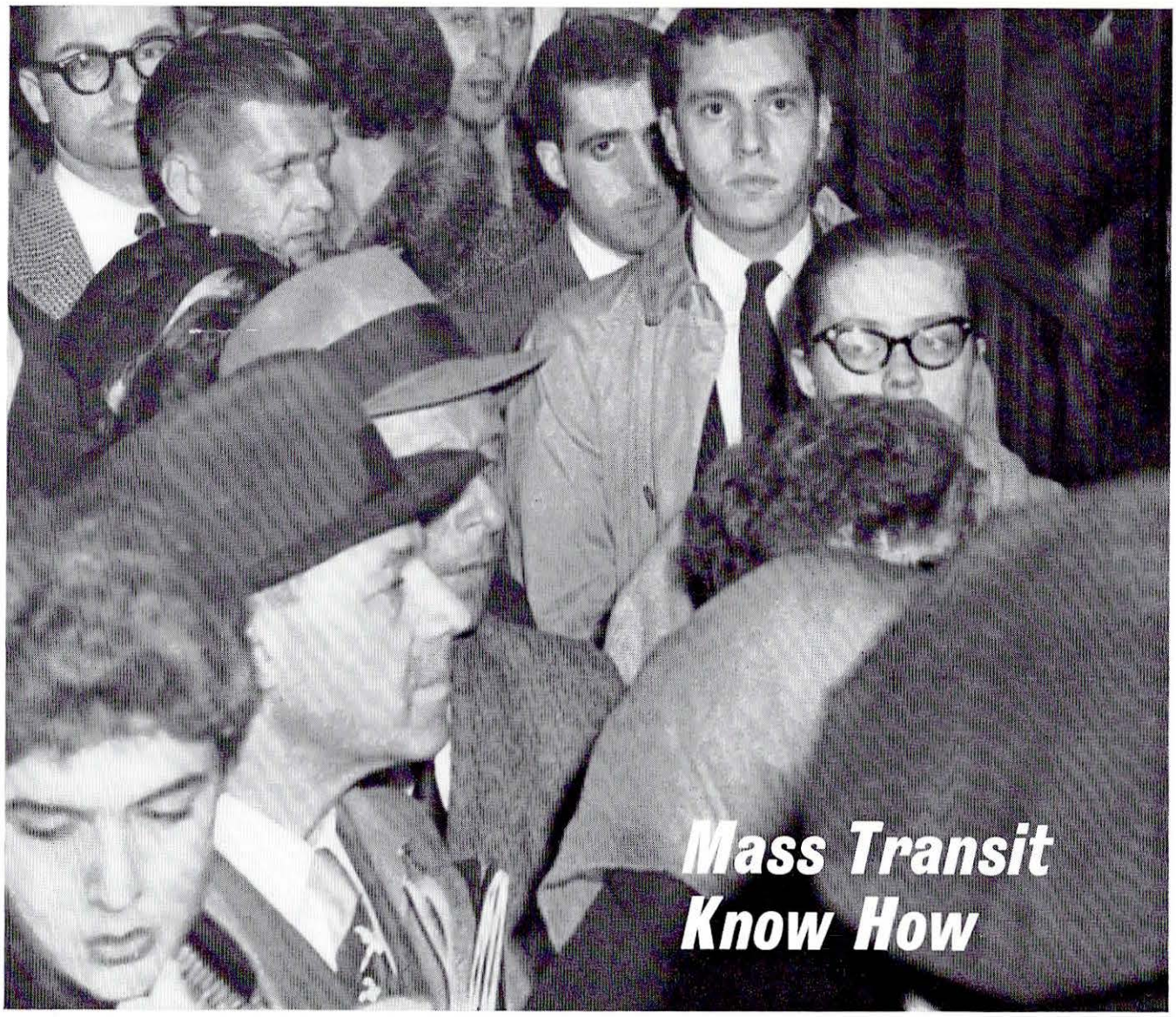

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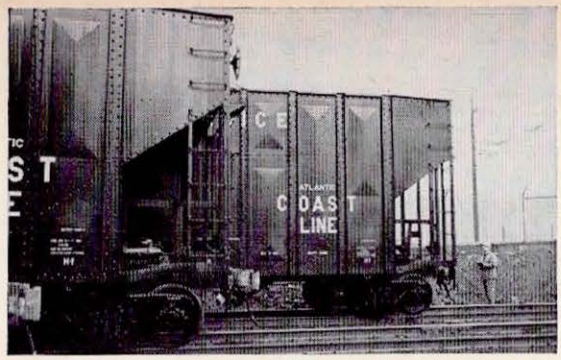
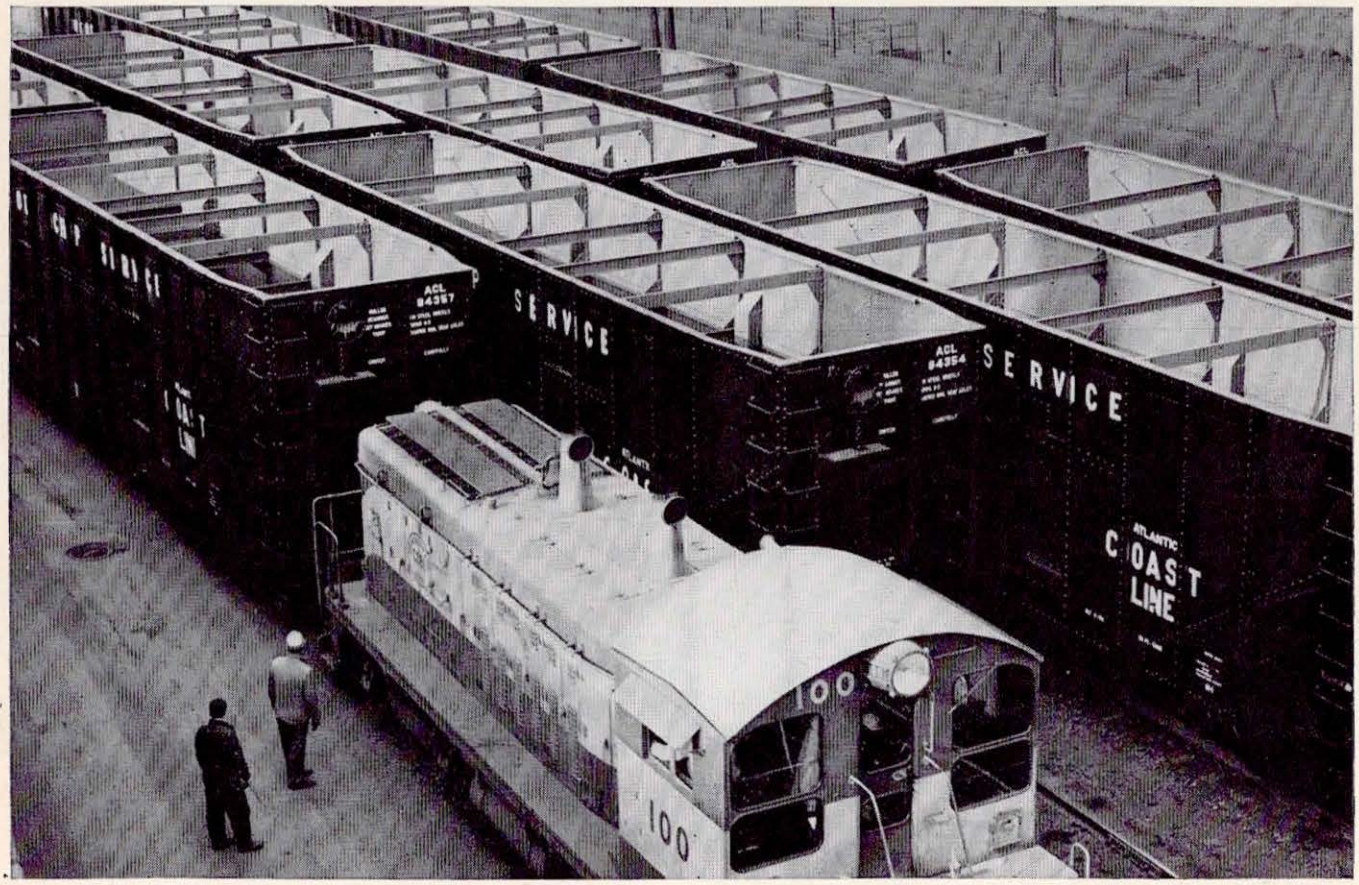


Bethlehem-built cars in wood-chip service ...200 of 'em for ACL



It takes a lot of car to haul wood chips in any sizable volume . . . and a lot of car is what Atlantic Coast Line got in this newly completed order of 200 quadruple hopper cars from Bethlehem.

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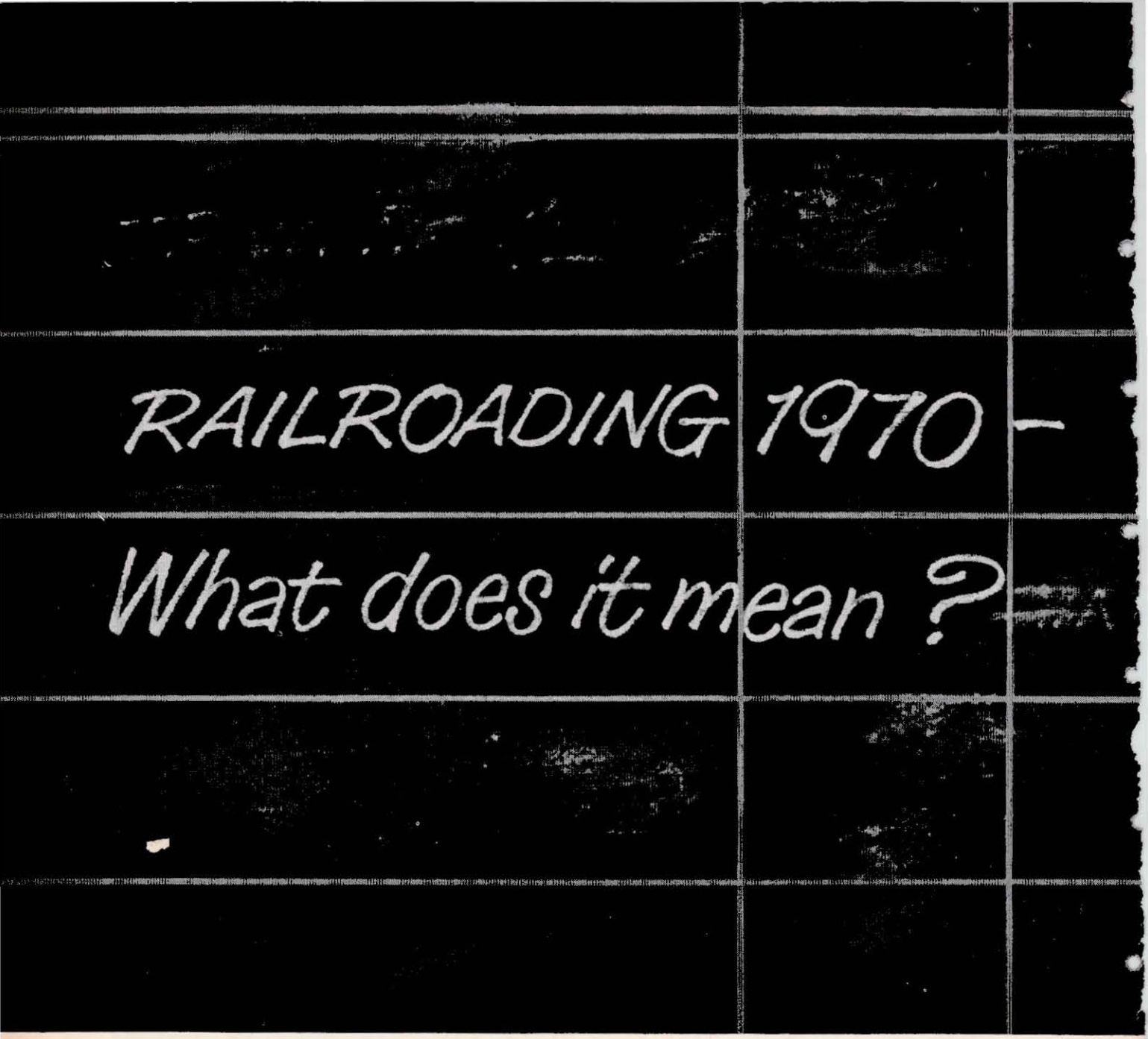

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RAILWAY AGE WEEK AT A GLANCE

June 1, 1964 • Vol. 156, No. 21

Transport legislation: Search for a compromise

The White House has not given up hope that a compromise transport bill will pass during this session of Congress. p.11

New M/W machine does work of two

The Seaboard Air Line has trimmed tie-renewal costs by using a combination scarifier-tie inserter p.14

Railroads: In peace and (mock) war

Railroads gave a tremendous demonstration of their capability in the just-ended desert war games p.16

World's Fair: Selling the railroad story

The Long Island's special fair service should do much to impress visitors with rail travel p.20

A first-class rapid ride

Subway riders to the fair will be served by new cars on express schedules—all for 15 cents p.22

Two new special tank cars unveiled

One of the new cars will haul corn syrup. The other has been designed for temperature-controlled products p.29

GATC develops big dry-bulk car

The car features multiple hatch covers and oversize gravity discharge gates. Production begins in September p.32

The Action Page—'Fans' could help a lot

Informed 'outsiders' often are in position to do more effective pro-railroad work than railroaders themselves p.38

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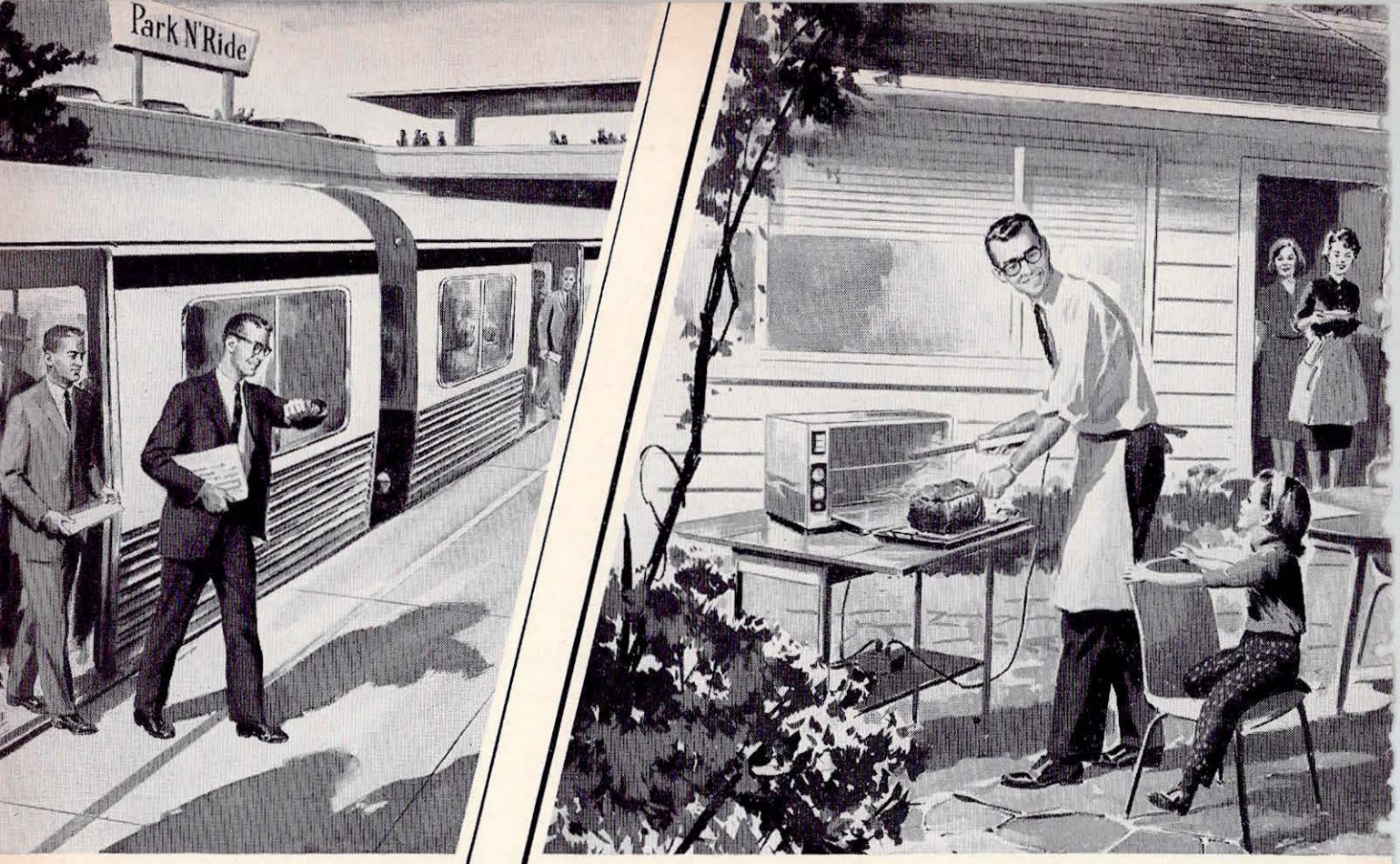
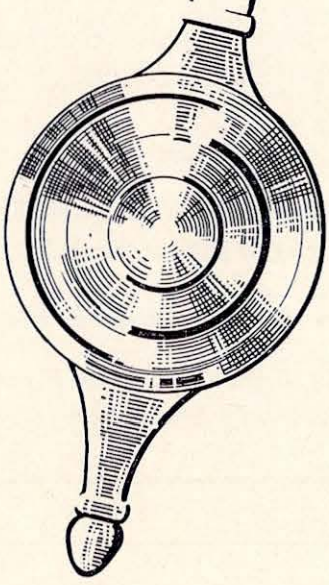


To save time is to lengthen life



Coast to coast by jet in an hour and a half! City to city by interstate highway at a mile-a-minute clip! These are national transportation goals.

Do metropolitan transportation planners have similar improvements in mind for getting us home from work? YES! Super rapid transit systems are being planned which will dramatically shrink urban travel times.

San Francisco already has its super rapid transit system under construction. Electronically controlled trains, with speeds up to 80 mph, will complement the regional highway network—also now under construction.

Individual firms, too, are doing their part to give us more leisure time. For example, General Electric's advanced propulsion and automatic train control systems help make super rapid transit possible.

Rapid transit, as the backbone of a balanced area-wide transportation system, will provide more time to relax and enjoy life. In addition, shorter travel times will allow us to live, work and play where we want. Truly, *to save time is to lengthen life.*

Metropolitan Transportation Development Unit, General Electric Co., Section C3-42, Erie, Pa.

603-09

GENERAL ELECTRIC

VISIT GENERAL ELECTRIC PROGRESSLAND • A WALT DISNEY PRESENTATION • AT THE NEW YORK WORLD'S FAIR

SHORT AND SIGNIFICANT

Work rules— one in the fold . . .

Negotiators for the railroads and the five operating brotherhoods have completed writing contract language covering settlement of the so-called "secondary" issues in the rules dispute—and the BLE representatives immediately put their signatures on the paper.

. . . and four to go

Still to be heard from are the other four ops. The ORC&B's executive committee was to meet May 28 in Chicago to consider the pact. Both the BLF&E and the BRT scheduled meetings of general chairmen during the week of June 1, also in Chicago. And SUNA, which requires a membership referendum for ratification, got its balloting under way May 9, even before final contract language was written. SUNA votes will be counted June 1. The outlook: approval is likely all around—but a spokesman for the Firemen warns that the BLF&E session won't be a "rubber-stamp" meeting because of rank-and-file resentment over railroad applications of the fireman-off arbitration award.

●

Rules arbitration— back in the courts?

A BLE protest regarding interpretation of one disputed point in arbitration Board 282's work-rules award seemed certain to wind up in U.S. District Court last week. The dispute centers on the status of men with dual rights as engineers and firemen, and the board ruled against the BLE's position. Result: the Engineers planned to ask the court on May 29 to impeach the interpretation and enter a restraining order against its application. Meanwhile, BLE Grand Chief Roy E. Davidson fired off a letter to BLF&E President H. E. Gilbert (a member of the arbitration board) protesting Mr. Gilbert's action in not dissenting on the board's interpretation of the issue. Mr. Davidson also wrote to President Johnson, calling for BLE representation on the board.

●

Car orders up by 57%

Freight-car builders (commercial and company-shop) pocketed orders in this year's first four months for 26,609 new cars—nearly 10,000 better than the 16,916 cars ordered in the corresponding '63 period. The increase amounts to 57.3%.

●

Forgash sees faster transcontinental TOFC

United States Freight Co. will soon trim a full day off its transcontinental piggyback service, President Morris Forgash told directors in New York. "We are fast approaching a three-day schedule coast to coast. For the first time transcontinental freight will move at premium passenger speeds," said Mr. Forgash. He also announced a fourth straight record first quarter for the company—earnings up 17% to $1,356,586.

●

NYC experimenting with ticket collecting

The days of the dozing commuter being tapped on the shoulder for his ticket may be numbered. New York Central is testing a plan whereby homeward-bound commuters on certain lines turn in their tickets to collectors at train gates at Grand Central Terminal. Zone fares in effect on some of NYC's New York area lines permit this type of operation. The railroad is studying the service to determine its possible application to other runs.

MONDAY MORNING REPORT

House action due on the Mass Transit Bill

This week—or possibly the next—full-scale debate is due to open in the House of Representatives on H.R.3881, the Mass Transit Bill. The bill reached the floor of the House as a result of a favorable (8-4) vote in the Rules Committee two weeks ago.

H.R.3881: What's in it

This comes a full year after the Senate version—S.6—squeezed through by a vote of 52-41. As originally proposed by New Jersey's Senator Harrison Williams—godfather of the bill—Federal grants totaling $500 million would be authorized to assist local transit systems throughout the country. In the modified version that finally passed the Senate, federal assistance was limited to $375 million, with provisions for another $375 million in federally-guaranteed transit system loans. In the present House version, the original $500-million figure still stands. Grants would be made to public bodies only (though leased private services are permissible), and would cover up to two-thirds of the capital costs of specific projects beyond the scope of operating-revenue financing.

What held it up?

Action in the House was delayed this long for a very simple reason: Democratic leaders feared that they didn't have the votes to get the bill passed. The Kennedy Administration supported it, and so did some Congressmen from urban areas, but aside from that, there was no great groundswell behind the bill. Soundings around the country showed that not all civic and business groups were for it. The U.S. Chamber of Commerce vigorously opposed the measure on the grounds that it represents "squandering" of federal money and unnecessary interference by "big" government" in local affairs. Add to that the chilly attitude of Rules Committee Chairman Howard Smith (D.-Va.) and the change of hands at the helm when the late President died: the upshot was a widespread feeling on Capital Hill until recently that the Mass Transit Bill didn't have a prayer.

Chances for passage are much improved

But with the House vote perhaps only days away, the signs are strong that times have changed. For one thing, President Johnson has thrown his full support behind H.R. 3881. For another, Republicans from urban and suburban areas have, in several cases, come around to seeing the bill as benefitting their home bases. Yet another promising sign is that labor groups have toned down their objections.

Grass-roots support could make the difference

Support at the grass roots level has been building up everywhere. In the past, Congressmen canvassing civic and business leaders could count on backing from the transit industry itself, the Association of American Railroads, and the Railway Progress Institute. To this line-up add the National Association of Home Builders, the U.S. Conference of Mayors, the American Municipal Association, the American Institute of Architects, and a good many other groups that present a cross-section of community activity all over the country. What this amounts to is abandonment of the old argument that the Mass Transit Bill is the foot in the door opening the way to an endless series of demands for federal handouts. Instead, they seem to be agreeing with John C. Kohl, Assistant Administrator, Transportation, Federal Housing and Home Finance Agency, who described this assistance as "seed money" to help local communities work their problems out in their own way.

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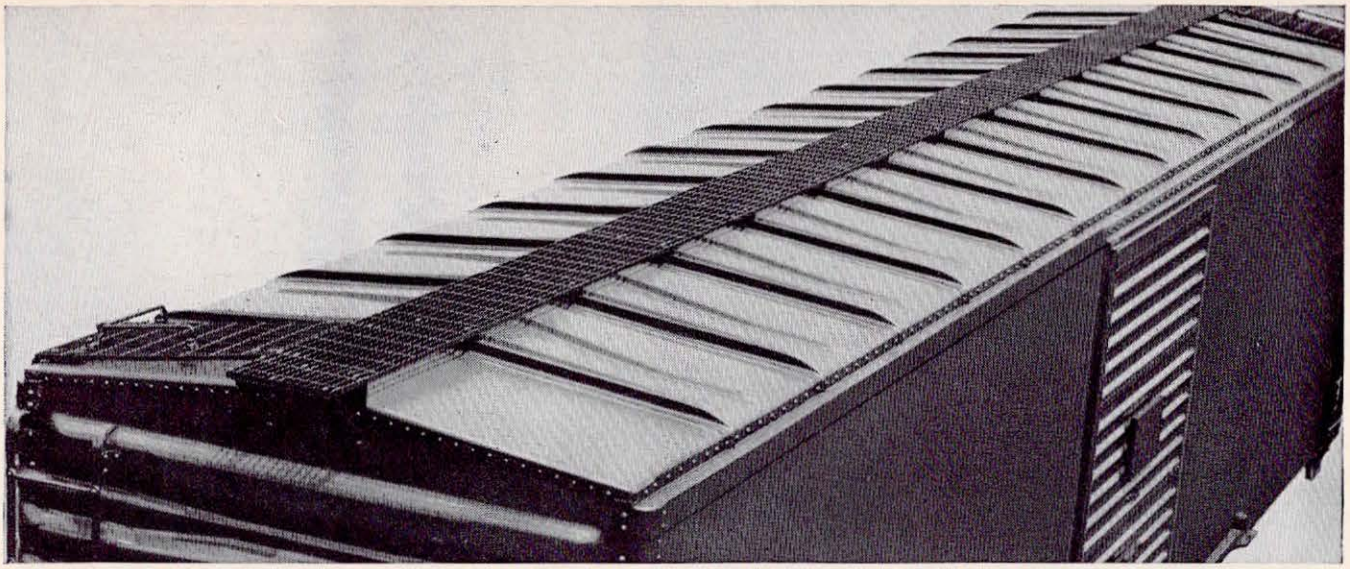

STRENGTH WHERE STRESS IS GREATEST

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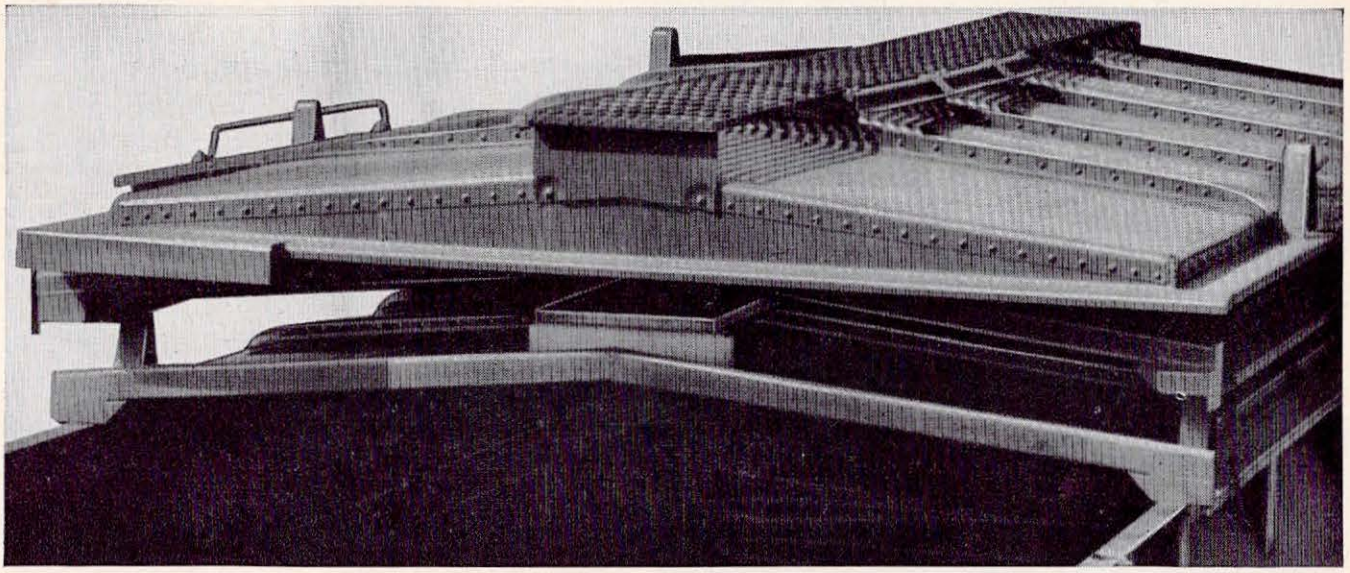

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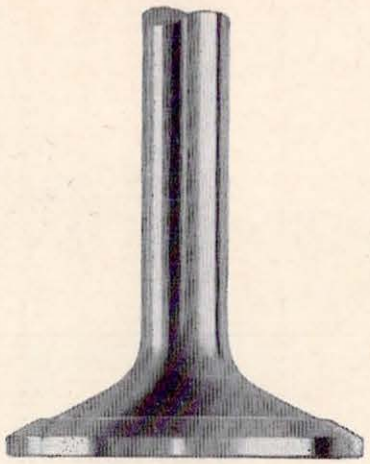

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First, it offers unprecedented resistance to *thermal fatigue failure*. Our laboratory tests prove the Inconel exhaust valve has four times the thermal fatigue life of hard-faced valves. (Photo at left: quality check on manufacturing line.)

Second, the Inconel valve virtually eliminates *valve blow*. Its exclusive Flex-head design, with a deeper-cupped and more flexible head, lets the Inconel valve form its own gas-tight seal.

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TRANSPORT LEGISLATION

Search for a compromise

Before the current session of Congress comes to an end, President Johnson wants to see a compromise transport bill passed. But some observers say that the President may have to do some 'lapel-pulling' to get the revised bill through the Rules Committee.

Lack of compromise continued last week to thwart White House efforts to shape up a meaningful transportation bill responsive to the late President Kennedy's recommendations, which have been endorsed by President Johnson.

The White House search for a new legislative formula—on which work is being done also at the Department of Commerce—got under way after the House Rules committee refused to clear the Harris bill, H.R. 9903, for consideration by the House (RA, May 11, p. 12).

● **What it takes, and why.** Compromise is necessary because the White House is not apt to send Congress a bill which can't be passed. Neither is Representative Oren Harris (D.-Ark.), chairman of the House Committee on Interstate and Foreign Commerce, expected to try again this year unless he is assured of better support in the Rules Committee than he got for H.R. 9903.

Persuading Congress

Moreover, it usually takes compromise or crisis, or a combination of them, to get prompt Congressional action on controversial legislation. This was pointed up last year when the strike-threat crisis in the work-rules dispute brought fast enactment of the resolution setting up arbitration procedures for settlement of the fireman-off and crew-consist issues—and when a labor-management compromise resulted in enactment of mutually-beneficial amendments to the Railroad Retirement and Railroad Unemployment Insurance acts.

● **LBJ wants it.** The interest of the White House stems from President Johnson's feeling that something should be done about legislation sought by the railroads in view of railroad management's cooperation on the rules-case settlement which ended the recent strike threat. While there was no Presidential commitment along that line it is known that the legislative situation came up in White House discussions leading to the settlement.

● **Rail proposals nixed.** Following through on that basis, members of the White House staff have been conferring with interested parties in an undertaking to shape up a meaningful bill which could be passed. The railroads have submitted several drafts of proposed bills, or provisions of proposed bills, but thus far have been unable to sell them to other interested parties.

The Kennedy-Johnson recommendations were so watered down in H.R. 9903 that the railroads were joined in supporting it by the trucking industry, as represented by American Trucking Associations.

The bill's defeat in the Rules Committee resulted from opposition of water carriers, port interests, the coal interests and the grain trade.

● **Brosnan's pitch.** Presumably, something even less than H.R. 9903 must be the compromise unless President Johnson goes all out for revival of that bill. The Southern's president, D. W. Brosnan, is calling upon Mr. Johnson to do just that. There is authoritative opinion to the effect that a bit of lapel-pulling by the President might get the bill through the Rules Committee. On the previous try, it lost out by only one vote.

Mr. Brosnan's appeal was embodied in a "memorandum to the President" which was published by Southern in advertisements in metropolitan newspapers last week. Expressing general agreement with the President's often expressed view that the Administration is entitled to have a vote on important measures before Congress adjourns, Mr. Brosnan said one of those measures is H.R. 9903, "presently blocked" by the Rules Committee's refusal to clear it.

"This," Mr. Brosnan added, "is a crying shame—because if this bill ends up on the legislative scrap heap, American consumers will go on being cheated out of several billion dollars annually from freight rates kept artificially high by regulation which kills off real competition." ■

WATCHING WASHINGTON WITH WALTER TAFT

TAFT

• **THE ICC'S FIRST WOMAN MEMBER,** Virginia Mae Brown, is now on the job. She took her oath of office May 25 at the White House with President Johnson as master of ceremonies. She succeeded Commissioner Clyde E. Herring of Iowa, coming to the ICC from West Virginia's Public Service Commission of which she has been a member for the past two years (RA, May 18, p. 36). President Johnson made a production out of the oath-taking ceremony, which was held before television cameras in the White House rose garden. On hand were Mrs. Brown's family, all members of the ICC, including Mr. Herring, wives of most of the commissioners, the West Virginia Congressional delegation, and several officials of that state. The White House ceremony was in line with Mrs. Brown's identification as one of the women whom President Johnson plans to have in high-level government positions. She is not the first woman member of a federal regulatory agency. The Federal Communications Commission had one, Frieda B. Hennock, from July 1948 until June 1955.

COMMISSIONER BROWN'S OATH OF OFFICE was administered by a member of the White House staff, Herbert Miller. Meanwhile, however, the President had spoken to say that "in following Solomon's advice to look for the woman, we have spared no effort to find the right person for the right job."

AN END TO STAG GOVERNMENT has not been the Administration's only purpose in appointing women, Mr. Johnson said. He explained that he has "sought women like Mrs. Brown because they possess the willingness of heart, the compassion of soul and courage of intellect to lead this government into new frontiers of service to all the people."

THE PRESIDENT followed through to say that "woman's work is the world, and women who have given their sons in war want and must have a chance to build a world in which their grandsons can live in peace." He told Mrs. Brown he was "very proud" of her—"because you are in the vanguard of a new army whose strategy is compassion, not conquest; whose weapons are mind and heart, not misery and holocaust."

VALEDICTORY ADDRESS OF MR. HERRING was a May 21 speech before the Private Carrier Conference of American Trucking Associations. He appraised such technological advances as piggybacking, containerization, use of computers and specialized cargo services as great victories for all modes of transportation. He thinks the Commission should have been more watchful of changes in transportation, but feels that it and Congress are now watching.

ON THE LOSS SIDE, Mr. Herring puts the "refusal, which today is well documented, of some carriers to share the traffic even when it is to the advantage of all, or who would penalize shippers by denying the benefit of rate reductions if interlining with a different mode of carriage is anticipated before delivery." The former commissioner does expect, however, that "this traditionalism will recede as economic incentives force carriers to coordinate into a more integrated system."

THE HERRING FORECAST as to railroads is that "their greatest era lies ahead." Like his former colleagues on the Commission, he opposed deregulation proposals of the late President Kennedy and President Johnson. So he predicts, consistently, that this "greatest era" will be attained by the railroads "not with less regulation but because of the regulation they now have."

Western mergers jelling?

Action came suddenly last week on the merger front—with most of it centering on the continuing Chicago & North Western vs. Union Pacific battle for Rock Island. In a fast-paced series of developments:

—UP sweetened its offer to RI shareholders and included a provision which would permit either control or merger.

—RI cancelled a special stockholders meeting set for July 17 when the new offer was made.

—C&NW asked RI shareholders to withhold judgment on the new UP offer—and announced that a proposal had been made for a merger of North Western and Chicago Great Western.

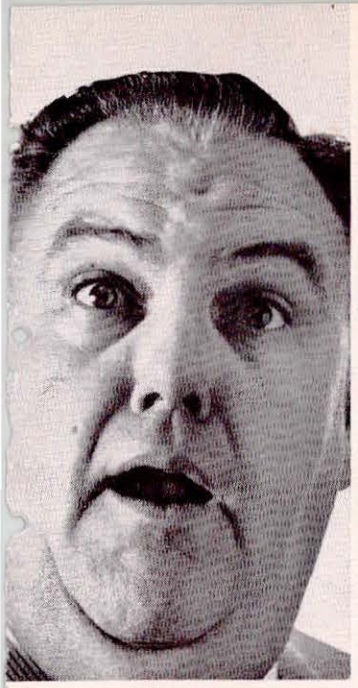
• **UP's new plan.** UP's first offer, made about a year ago, called for an exchange of 0.718 share of UP stock for each share of Rock Island common. The new proposal involves a new $1.80 convertible preferred UP stock issue which would be exchanged on a one-for-one basis for RI common. UP said it would also pledge a cash dividend guarantee to RI holders who agree to the exchange. Under the plan, Rock Island shareholders would be guaranteed a $1.80 dividend per share for three years from the date of the exchange offer (RI is now paying $1 per share).

The new UP preferred will be callable at $45 per share but only after the first five years. After the sixth year, the call price will be scaled down $1 per year to $40 per share in the eleventh year and thereafter. Each share will have full voting rights and will be convertible into 0.85 share of UP common at any time at the holder's option.

RI, whose directors had supported the previous offer, said the new proposal would also be recommended to shareholders by the board.

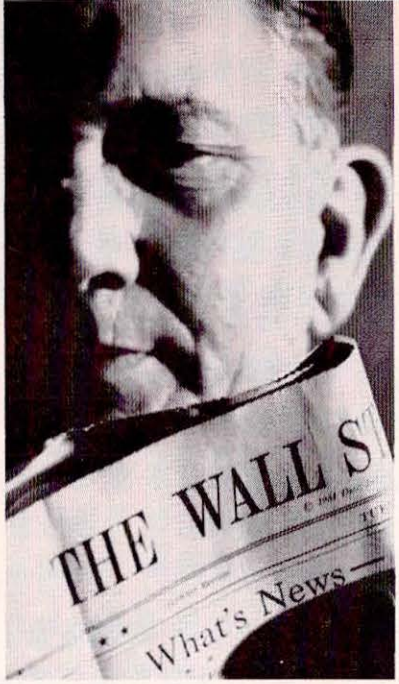
Under the plan, the exchange offer would be binding on UP when holders of one-third of RI's shares assent. If two-thirds come in, the offer "will be consummated by merger."

• **CGW wants to know.** Meanwhile, CGW said, "further information" is being requested of the C&NW in the wake of a firm merger proposal made by North Western. No terms were announced. CGW chairman and president E. T. Reidy said none would be, until his road's board acted. CGW had previously had a Soo Line offer. ■



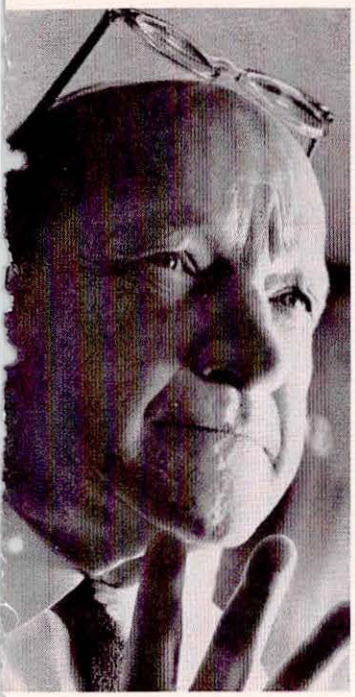
Short people.

Tall people.

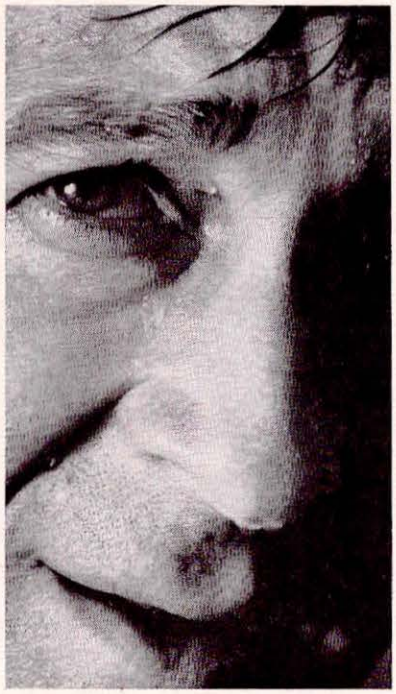


Busy people.

Sleepy people.



Curious people.



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Cold people

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RAILROADING AFTER HOURS WITH JIM LYNE

LYNE

HOW's THE TREND GOING?—Ernest Poole of Carmel, Calif. (retired transportation research director, SP) has sent me a chart showing the remarkable ratio of growth of air freight—up about 100% in four years. He recalls a report he made for his people back in 1940, on air movement of passengers.

"Air travel," he said at that time, "is relatively unimportant from a competitive standpoint—domestic air carriers in 1938 having handled only 1.4% of all common carrier passenger travel." But he called attention also to the ratio of gain—almost three times as many passenger-miles having been flown in 1938 as in 1934.

Mr. Poole went on to say that passenger travel by air "may well be an important competitive factor in 10 or 20 years." And that has turned out to be a prediction that certainly did not err in the direction of over-statement.

I suspect the figures on air freight deserve careful and constant attention. Those high-speed planes run into money—but rich old Uncle Sam is always quick to whip out his checkbook where flying is involved. I guess he figures the plane builders and airlines need the money more than he does. And, even though the jet jobs are not built for nothing—just note how many plane-miles they rack up in 24 hours; and they're so fast that protective service (heat or cold) is usually not too much of a problem.

Undoubtedly, air freight develops a lot of business that didn't move at all before—but, on the other hand, there is a lot of stuff moving by truck or rail that is valuable enough to warrant extra expense for extra speed. Nothing less than the best service of which railroads are capable (technologically and economically) can meet this competitive challenge.

CHOOSING HIS FELLOW-PASSENGERS—I was reading the other day a piece by ace Reporter Bob Bedingfield about the C&O's new president, Gregory DeVine—where it was recorded that G. DeV is a persistent reader of H. L. Menken's "American Language," this work being also one of my favorites. The mention of Menken calls to mind Professor Cunningham of Harvard (see this corner in our May 4 issue, page 34)—in that both of these extraordinary men became outstanding scholars without any college study whatever.

Menken was (at least) a weekly train rider between his office in New York and his home in Baltimore, and he it was who once declared that the biggest bargain in travel was the modest charge, above the regular fare, for a parlor car seat. The reason he esteemed parlor car service so highly was (so he said) that it enabled the passenger to "avoid contact with people who stink."

'EXTERIOR RELATIONS' MEANS PR—I have an official circular from the CN, advising that "Monsieur Frédéric Phaneuf, directeur régional du service des relations extérieures," has been named "adjoint spécial au vice president." The same announcement, in English, was published in our May 18 issue, page 45. CN official announcements still appear in the familiar form, but are in French on one side of the sheet and in English on the other.

I noted also that what we call "public relations," our French-speaking neighbors call "exterior relations."

LIONS VERSUS RAILROADS—Some 60-odd years ago a couple of man-eating lions took out after construction crews building a railway in Uganda and, in a period of nine months, devoured "an almost incredible number of railway workmen." The British colonel in charge of the operation managed eventually to kill the man-eaters—but not until the construction project was seriously delayed.

This report comes from an article by Professor J. L. Cloudsley-Thompson of the University of Khartoum, sent to me by J. Gratwick of the CN at Montreal. The professor reports, however, that most wild animals are not aggressive, and will not attack people unless provoked. Lions are an occasional exception, and so are elephants. I wonder how about in North America. Do we have any wild animals at all sufficiently belligerent to attack people out on lonesome construction jobs? What about bears?

New m/w machine does work of two

Use of a combination scarifier-tie inserter has cut the cost of tie-renewal work on the SAL.

This year five of the seven tie gangs worked by the Seaboard Air Line have a new scarifier-tie inserter as part of their equipment. This unit, Fairmont's W87 Series C Tie-Bed Scarifier-Tie Inserter, replaces two separate machines—a tie-bed scarifier and a tie inserter—used last year by these gangs. Only a TMO (track-machine operator) and a laborer are required with the new combination machine, compared with a TMO and two laborers with last year's two units. The gang's production remains the same.

• **What the machine is.** Basically, the new unit consists of the Fairmont Tie-Bed Scarifier with a tie-inserter feature added. The tie-inserter arrangement is designed to pull ties into the track from either side. This is done by a cable winding on a drum that is driven by a geartype hydraulic motor through a speed reducer, jaw clutch and chain and sprockets. The jaw clutch is automatic in engagement and release.

At the time the tie-inserter feature was added, several other important improvements were incorporated in the machine. These include a heavier frame, increased torque for propelling and digging, longer teeth and heavier outer-drum bearings. The improved unit also has two under-rail dozers, operated hydraulically, for displacing compacted ballast directly under the rails.

In addition, the unit has a more powerful motor—a two-cylinder, two-cycle diesel engine that rates 47 hp at 2,000 rpm. There are two vane-type hydraulic pumps, exerting a maximum of 2,500 psi, and a V-belt drive. Propulsion is provided by a vane-type hydraulic motor through a two-speed gear to an enclosed gear on the front axle. An emergency hand-operated pump is available for operating the hydraulic jacks for the turntable, scarifier and dozer lift. The unit has four-wheel brakes and manual parking brakes. A

canopy of all-steel construction is provided for the operator. The W87 Series C machine weighs 9,500 pounds.

● **The gang and equipment.** As now constituted, SAL's tie gangs are each comprised of a foreman, assistant foreman, five TMO's, 14 laborers and a cook. Seven track machines are assigned to each gang. These include four Fairmont machines—the W84 Spike Puller, the W87 Scarifier-Tie Inserter, a Dual Tamper and a W86 Rail Lifter—two Kershaw units—a Dual Tie Saw and a Ballast Regulator—and an RMC Auto-Spiker.

It is the practice of the Seaboard for the roadmasters to make a fall spot check of the ties in the track to determine the approximate number that should be renewed the following year.

● **Spring inspection.** In the spring each roadmaster makes a walking inspection over the track where tie gangs are to be worked. A spot of white paint is daubed on the top of each tie which he decides should be renewed. The paint spots are all placed on the same ends of the ties for ready reference. Prior to the arrival of a tie gang, section forces unload treated hardwood crossties according to the markings. Also, they place them at right angles to the track in line with the ties marked to come out.

The first operation of the tie gang is the removal, by a laborer, of any anchors impinging against ties marked for renewal. He is followed by another laborer who operates the spike puller and picks up the removed spikes.

The next operation is the removal of the condemned ties. This is done by the use of the tie saw which is operated by a TMO. The ties are sawed inside both rails into three pieces. The machine lifts out the center piece and also forces the tie ends out from beneath the rails. Three laborers working with this machine, pick up the tie pieces, place them on a push car that is towed by the tie saw and set the recovered tie plates on adjacent ties where they are convenient for reapplication on new ties. The tie pieces are unloaded from the push car in piles about every six rails and are burned later by the sectionmen.

● **Two men insert ties.** The next step is the installation of the new ties. The combination scarifier-tie inserter prepares the tie beds and pulls the new ties into each tie bed before moving on to the next position. A TMO and a laborer do this work. Immediately behind is the spot tamper which consolidates the ballast around the new tie. A TMO and two laborers handle this operation.

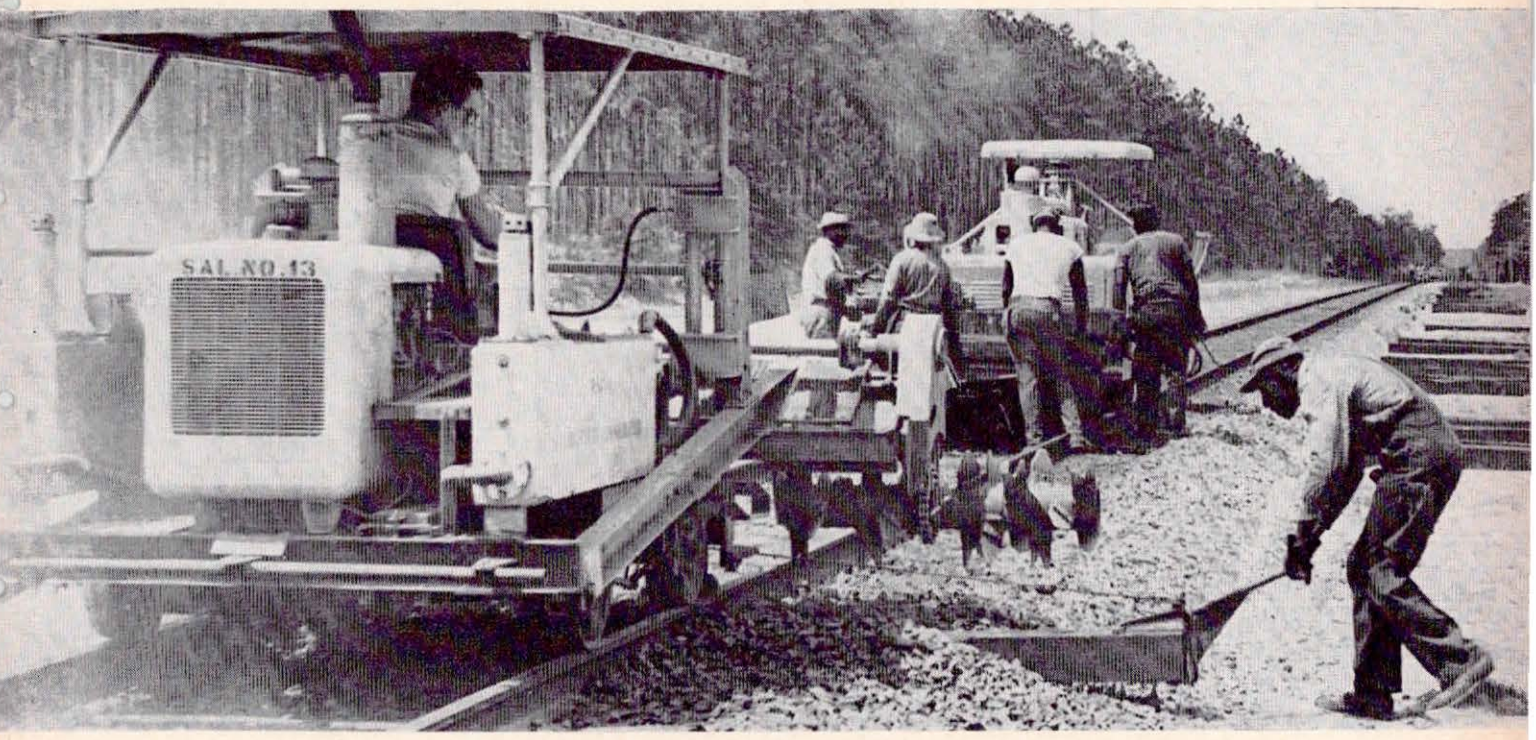
Four laborers with the rail-lifter apply the tie plates, drive the joint-tie spikes and set the inside rail spikes. The latter are usable spikes recovered from the tie-pulling operation. It is Seaboard practice to use the good recovered spikes on the gauge side of the rails and new spikes on the field side. The recovered spikes are sorted between scrap and usable by the operator of the spike puller or by a laborer who tosses them into one of two kegs carried by a Nolan tool transporter. The reused spikes are set by hand; the new spikes are fed to the spiking hammers automatically by the Auto-Spiker. The spiking machine drives all four spikes simultaneously.

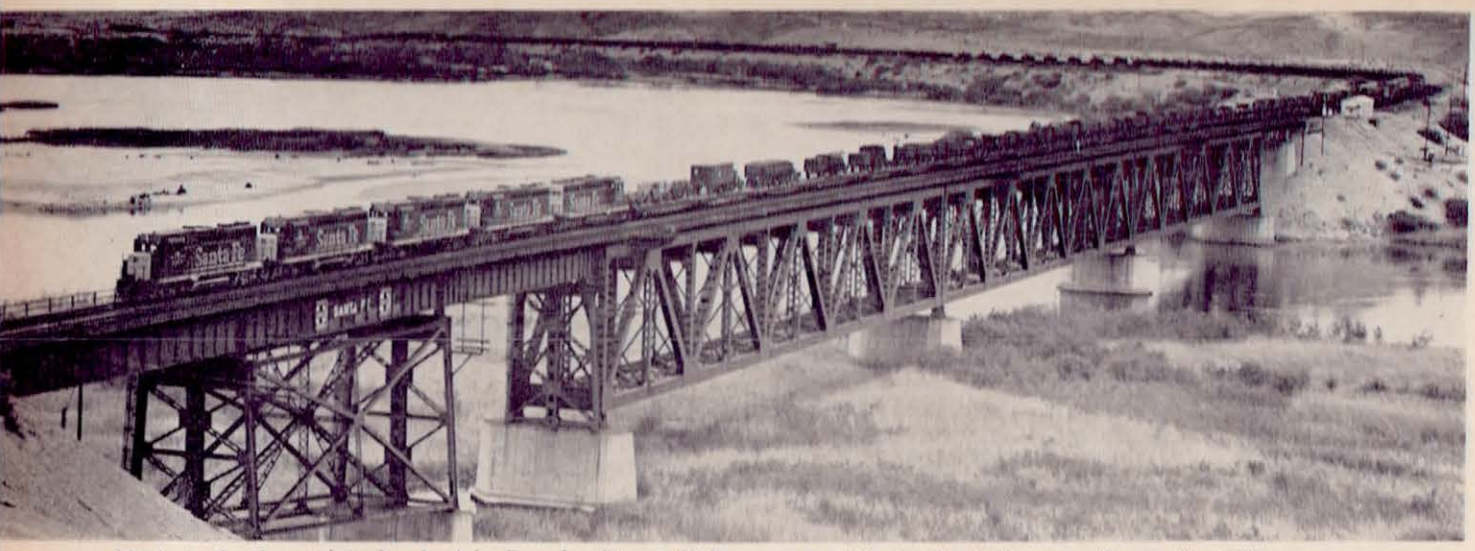
The last two operations are the reapplication of the rail anchors by a laborer and the dressing of the ballast with the Ballast Regulator.

The gang works under "Y-order" protection. With this operation trains approach the work mile-post limits under restricted speed prepared to stop before any track obstruction. Trains proceed through the work limits at 30 mph upon advice from the gang foreman by radio that the track is clear.

Although the number of ties renewed per day varies according to the number of renewals per mile and the number of train interruptions, the Seaboard reports that the average production of a gang is 110 ties per on-track hour. ■

Dual-purpose machine at work: Tie beds are cleaned quickly of surplus ballast, even under the rails (above). The machine is moved a few feet; then, with a laborer guiding one end, pulls a new tie into place (below).





Most destination points involved in Exercise Desert Strike were local to the Santa Fe, according to the AAR.

RAILROADS:

In peace and (mock) war

A full-scale exhibition of railroad capacity under simulated war conditions has just ended on the southwestern desert. The carrier industry was cited by the Defense Traffic Management Service for 'outstanding cooperation' in the pre-war-game buildup.

When the railroads were threatened with nation-wide strikes this year and last, the Commerce Department came up with a file full of figures showing the importance of the industry to the present peacetime cold-war economy.

For the last two weeks, railroads—Santa Fe, in particular—have been putting on their own show: a full-scale demonstration of railroad capability under simulated hot-war conditions.

● **The battle scene.** The military calls it Exercise Desert Strike—reportedly the second-largest war game ever staged, with more than 100,000 Army and Air Force personnel, National Guardsmen and Reservists participating. Maneuvers ranged over more than 13 million acres—mostly desert—in California, Arizona and Nevada, as two mythical nations (Calonia and Nezona) battled for control of water rights on the Colorado River.

Troops, equipment and supplies had to be moved into Mojave Desert country from points scattered throughout the nation. The Defense Traffic Management Service called the buildup the biggest challenge to DTMS since the Cuban crisis.

● **Railroads pitch in.** Twenty-seven solid troop trains rolled into the strike area from points west of the Mississippi River. About 4,500 carloads of military equipment and gear were shipped in. Petroleum products, rations and other support items (moved by both rail and truck) added up to about 20 million pounds of freight. Virtually all destination points involved were local to Santa Fe, according to the AAR's military transportation office.

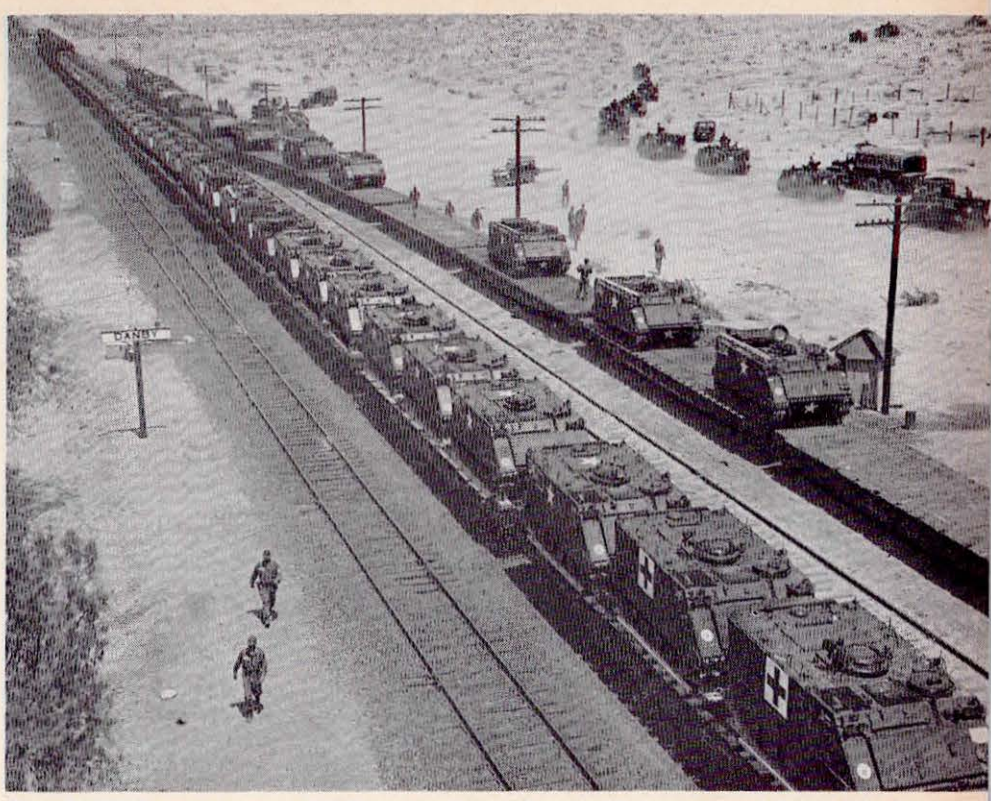
Special ramps—built of sand and shored with old crossties and metal matting—had to be installed in the desert to permit unloading.

● **'Outstanding cooperation.'** Said DTMS, after the buildup was complete: "Through outstanding cooperation of the carrier industry, these movements were completed without any significant delays, despite the isolated delivery points."

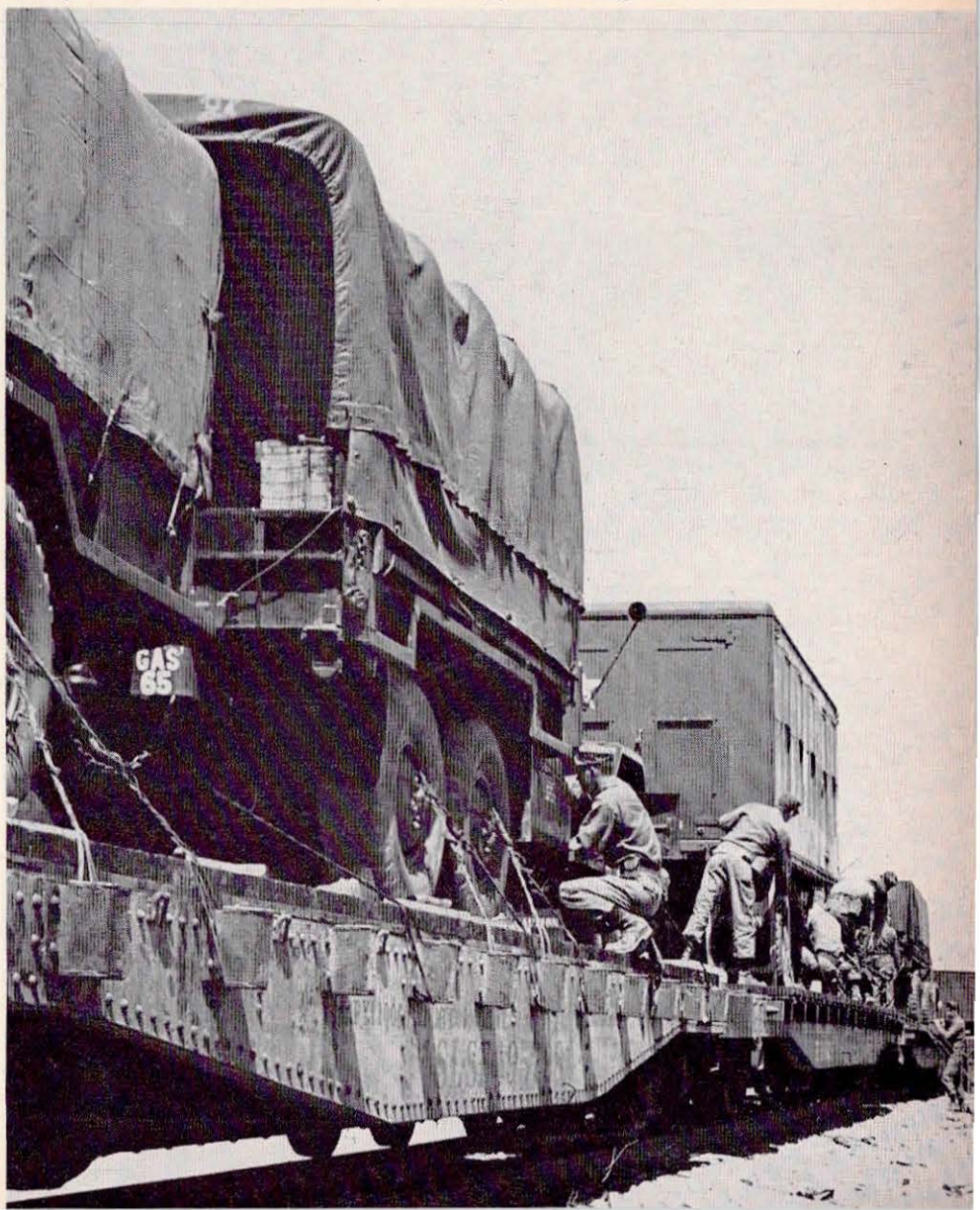
Calonia started the "war" a day early, with a sneak attack by helicopter on two Colorado River dams—and, with that as an opener, the two opposing armies began churning up the desert.

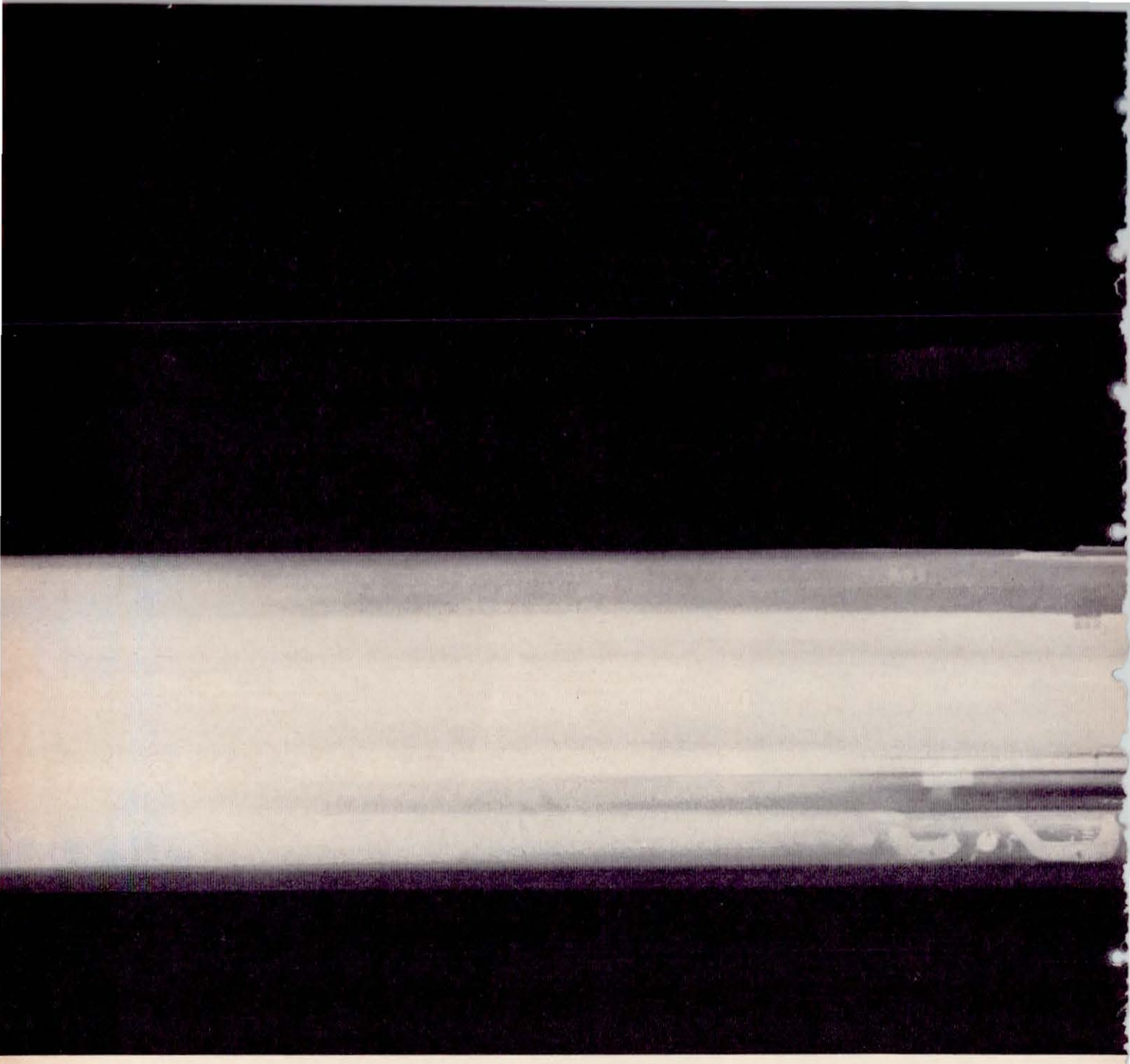
● **'Free-play' maneuvers.** Sixth Army Headquarters in San Francisco described the war games as a "semi-controlled exercise, allowing opposing joint task forces—composed primarily of armored and mechanized forces but including airborne forces—a maximum of 'free-play' initiative to develop and perfect combat techniques and tactics." Air support was provided from more than two dozen Air Force, Navy and Marine air bases scattered from Texas to Oregon.

● **Then the breakup.** Desert Strike was scheduled to last two weeks, ending over the Memorial Day weekend—at which point railroad and other carrier capabilities were due for another workout, moving troops and equipment back to bases on a fast, tight timetable. ■



Over 100,000 servicemen, plus huge amounts of materiel, were moved into Mojave Desert country. The entire operation was said to be the second-largest war game in history. DTMS described the buildup as its biggest challenge since the Cuban crisis.





The Delaware & Hudson, in its continuing program of improving its service, bought nine ALCO Century 628's. Traded in 12 old road switchers. And retired 13 aging yard switchers.

Nine 2750 hp locomotives in place of the 12 old 1500 hp units traded in. 24,750 gross hp in place of 18,000. A total reduction of 16 locomotives.

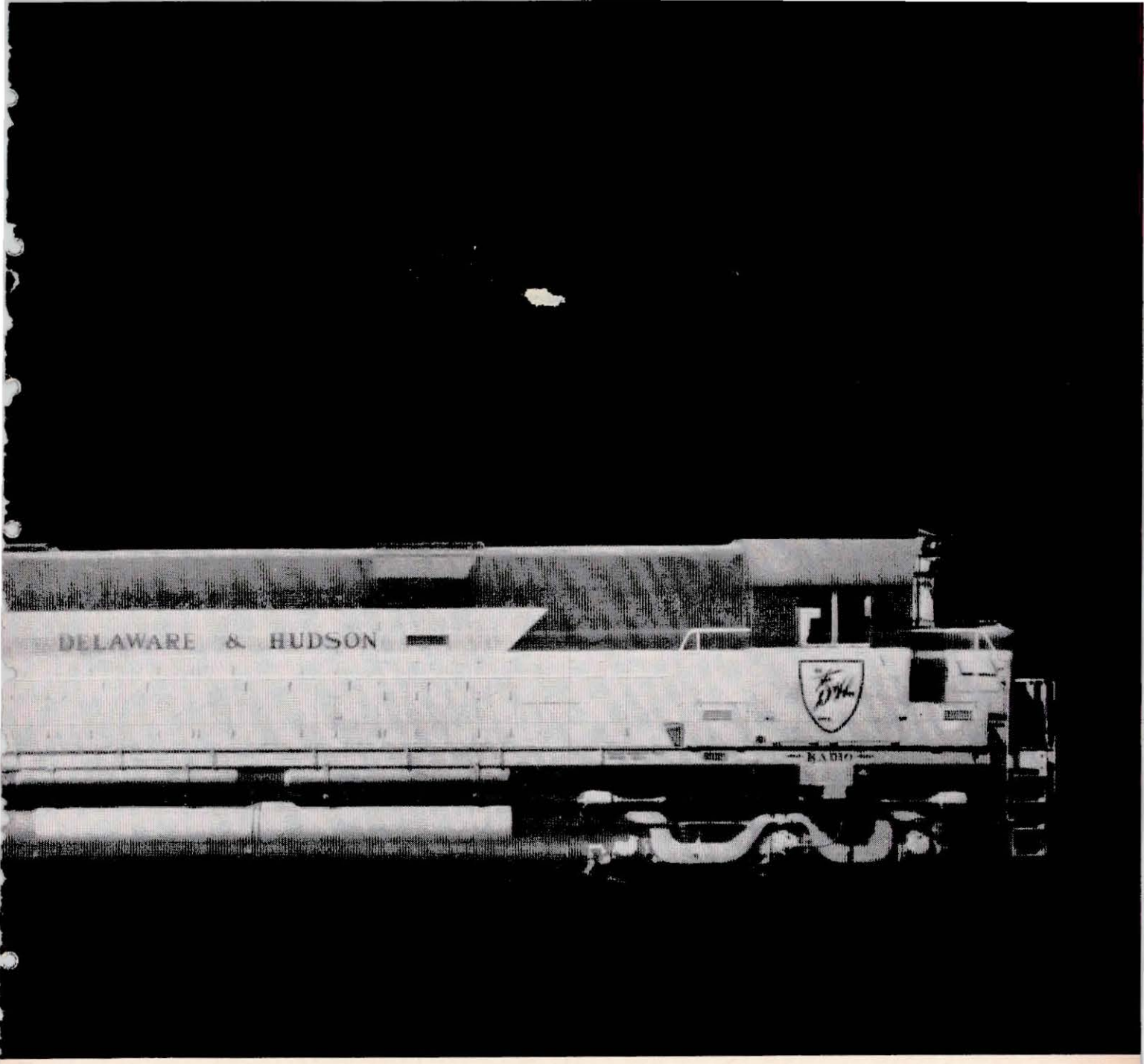
That's expansion.

With ALCO's new Century 628's. Now hauling heavier freight loads for D & H over mountainous terrain. With fewer fueling stops. And substantial operating and maintenance economies to come.

Century 628. America's most powerful single-engine diesel electric locomotive. Driven by an ALCO 251-C, an improved version of the world-famed ALCO 251 16-cylinder diesel engine. With 6 traction motors.

And the Century 628 doesn't just promise. It delivers. Fuel savings—the lowest parasitic load per hp of any locomotive.

It features sealed electric control compartments. Most modern and complete static control system in service. Improved temperature control system. New air-handling system. Most efficient automatic wheel slip-control in the business, combined with better over-all



Now the D&H provides better customer service... gets an average of 60% more unit mileage per month/per road locomotive. Because they cashed in on ALCO's New-Power Program.

weight distribution, reduces wear on wheels and brake shoes.

It's also the first locomotive that can be equipped with steam generator and dynamic brake while retaining a low front hood. Plus new removable radiator and engine hoods. New hinged engine compartment doors for fast access to all power equipment. Walk-in access to the main generator. All designed to cut maintenance costs and downtime.

It all adds up to something big. More power. Lower operating costs. More ton-miles capacity. Greater profit for the D & H... and for you with ALCO Century.

Ask your ALCO man for the complete Century locomotive story: Century 855 ...5500 hp; Century 628...2750 hp; Century 424...2400 hp; Century 420... 2000 hp. America's first full-range series of modern motive power.

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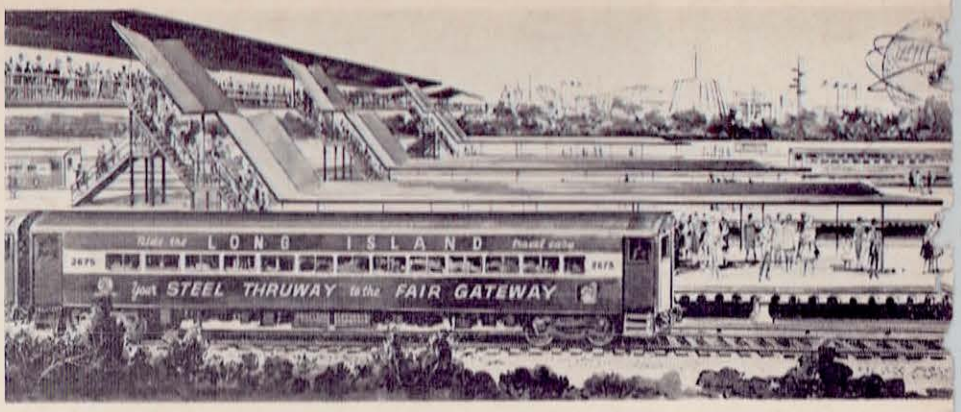
WORLD'S FAIR SERVICE



Selling the railroad story

The Long Island's special service to the Fair—featuring air conditioning, comfort and convenience—should do much to impress visitors. Before the big show is over the road expects to carry more than 20% of the expected 70 million people who will attend.

While the railroad industry is not officially represented by an exhibit at the New York World's Fair, millions of visitors are expected to come away from it with a good taste for railroads.

Part of the reason is that the nation's carriers are putting their best equipment forward, adding special touches, and generally stepping up promotion to attract riders to the fair (See p. 26). But a good part of the railroad image-building will be done just 30 steps from the fair's main gate. That's where the Long Island has built a $1 million station to deliver and pick up fair travelers.

With its 12-minute, 50-cent service from Pennsylvania Station to the fairgrounds site, the Long Island has found itself in the position of a "showcase" railroad. It's the last railroad travelers ride to get to the fair, and it's the first they board to go home.

● **Perfect through practice.** The public-relations-conscious Long Island is apparently well aware of what it can do to promote itself and rail travel in general. It's been practicing for its part in the fair for over two years.

Operating and passenger officers were making test runs between New York's Pennsylvania Station and the fairgrounds as far back as December 1962. In the meantime, an all-out clean-up campaign swept through the 15 miles of Long Island rail line between Manhattan and the fair site. Stations have been repainted, new lighting installed, and nearly a dozen bridges spanning the approaches to the fair have been painted within the past two years.

To counteract the heat of New York summers, the Long Island is using air-conditioned cars to make the fair ride a comfortable one for its passengers. Included in the late-model car fleet are 30 cars purchased last year from Pullman-Standard. Painted in huge letters across the 85-foot cars' sides is the road's promotion slogan: "Your Steel Thruway to the Fair Gateway."

● **Ready for the rush.** Since the fair's opening on April 22, the Long Island has been busy with fair traffic, but has reserve capacity to handle a lot more people. While over-all attendance at the fair has been below forecasts for the opening weeks, the Long Island's fair traffic has climbed steadily. On a recent Saturday, when 289,000 people visited the world exposition, more than 48,000 of them came by train.

Fair officials have estimated that 70 million people will see the show in its two-year run. The Long Island is expected to carry about 20% of this traffic. To date, the road's share has risen from 6% to about 13%. The peak-travel summer season coming up is expected to give the railroad all the business it can handle.

Advance bookings show that more than 400 Long Island area groups will ride Long Island rails to the fair through the end of June. Some 38 special trains have been scheduled.

"We're bracing for the time that school gets out," said one passenger officer. "Then out-of-state traffic from Penn Station to the fair should really build up."

● **The rail advantage.** Although it already carries more than a quarter of a million persons a day, the Long Island expects no real problems in adding the 25,000 to 100,000 daily visitors to the fair.

The job the railroad plans to do becomes even more impressive when compared to the $120-million project that city, state and federal governments have had to undertake to serve the fair with additional expressways.

Even the six-track special World's Fair station and the accompanying re-

mote control switching and signalling set up to run it have meant an investment of only about $1 million, compared with more than $10 million spent on two additional lanes on a three-mile section of Grand Central Parkway near the fair.

● **Dashing commuter route.** Although anxious to promote all the World's Fair traffic it can train out to Queens, the Long Island has not forgotten its favorite passenger. "Dashing Dan," the breathless commuter, who adorns each passenger car, is more than just a symbol. His patronage and well-being are of particular real-life concern to the railroad.

Summed up one passenger man: "The fair is just here for awhile. Our commuters are always with us, bless them."

Consequently, the road's fair operations have been arranged so as not to conflict with normal commuter traffic. Sandwiching in the special fair trains between the 400 other trains the Long Island runs into and out of Pennsylvania Station each weekday took some doing. But it was done—and successfully.

At the other end of the run, at the fairgrounds, the railroad built a six-track station that could serve as a major terminal in most cities. Each of the concrete floor-level platforms can accommodate a 10-car train of the railroad's newest 85-ft-long cars.

● **Other complications.** Although no Dashing Dans, the New York Mets baseball team is also a concern of the Long Island. Their home base—the new Shea Stadium— is less than a pop fly away from the road's World's Fair station. Since the same station serves both fair and ball game visitors, studies of passenger flow had to be made to keep the turnstiles revolving freely.

Turning their attention to the eastern end of the Long Island system, operating men also made test runs between the fair and the railroad's key Jamaica station to determine how efficiently the road could offer direct services to Long Island residents. This run involves a reversal of direction in switching a train from the main line to the fair's Port Washington Branch—a time-consuming operation if the engineer has to walk from one end of the train to the other. So, the special trains that now speed Long Islanders direct to the Fair in 20 minutes from Jamaica have an engineer at each end to permit a fast reversal of direction.

● **Spreading the equipment.** Being the nation's busiest passenger railroad (17 million persons carried last year), the Long Island is giving special attention to its 1,200-car fleet to meet the added demands of fair traffic.

It's estimated the additional service will add close to 100 miles a day to the runs of most of the road's electric cars—about a third again as much mileage as the average car normally runs up in regular service. Said one shop officer: "We'll be running nine months of service during the six months the fair is open this year."

To keep equipment rolling, company shops have overhauled and stockpiled a number of car components for ready replacement when car troubles occur. Terminal crews have been enlarged to condense a night's car cleaning into a couple of hours.

● **The big pitch.** The Long Island's advertising and promotional material plugging its service has been sent far and wide, including overseas. How effective it was, the next few months will tell. Commented one officer: "We're like the girl all dressed up for the dance. Now we're waiting for our date." ■

Members of the Interstate Commerce Commission debark from a Long Island train at the World's Fair station.

ICC Chairman Abe MacGregor Goff at the throttle of the model train at the Long Island's fair exhibit. LI President Thomas M. Goodfellow is standing.

WORLD'S FAIR SERVICE:

A first-class rapid ride

Visitors going to the Fair by subway are finding plenty of evidence that New York City Transit Authority cares about them. Among the pluses: low-cost express service in sparkling new cars.

The World's Fair is unquestionably New York City's number one tourist attraction. But the "sights" don't begin at the entrance to the Fair grounds: Tourists bound for the exposition are being offered a rapid transit service with plenty of novelty of its own.

New York went all out to attract visitors by building the Fair in the first place; the New York City Transit Authority is handling its part of the campaign by providing what amounts to almost a red-carpet service on the subway ride out to the Fair grounds.

• **Way to go.** The four-pronged program to get visitors to "go subway" to the Fair breaks down this way:

— A fleet of 430 new cars has taken over service on the line that runs to the Fair.

— The trains run from mid-town Manhattan directly to the Fair entrance as non-stop "super-expresses."

— The subway ride costs 15 cents each way—the lowest fare of any mode of transportation.

— The route to the Fair is almost all elevated—affording tourists some spectacular views of the New York skyline at one end, and of the Fair itself at the other.

Coupled with this is a promotional campaign closely tied to the color scheme of the new subway cars and reaching not only throughout the city, but in fact, all over the nation.

Keystone of the program, of course, is the 430-car fleet. Almost all the cars in the $51-million order the TA placed with St. Louis Car have been delivered, and are already in service between mid-town Manhattan and the Willets Point station adjacent to the Fair.

• **A touch of glamour.** Set off from the rest of the subway fleet by their interior design and color scheme—light blue and cream, instead of the traditional reds and greens—the cars were clearly meant by the NYCTA to add a touch of glamour to its showcase operation.

Gleaming silver shields on the sides of the cars carry the NYCTA emblem, but there are other insignia as well: every state in the Union has been invited to have a car named for it, as a way of calling attention to its participation in the Fair.

NYCTA deposits passengers just outside the World's Fair grounds.

The names and seals of the states are then painted on the exterior of the cars, and signs inside underline the particular state's own tourist attractions and/or its pavilion at the Fair. Missouri, Massachusetts and Rhode Island have already responded, with Vermont and Florida to follow shortly, and still more on the way.

Fast, convenient service is another selling point: the TA has devised a system for running the Fair-bound trains directly from mid-Manhattan without disrupting normal traffic.

• **Starts at Times Square.** The 9.5-mile Flushing line begins right in the center of the metropolis at Times Square. After a stop at Grand Central Terminal, the line tunnels under the East River, emerging on an elevated right of way for the balance of the run to Willets Point and the Fair grounds. While normal express-and-local service continues as usual, the super-expresses make the trip non-stop from Manhattan to Willets Point in 20 minutes.

Managing this on a heavily-traveled three-track line would seem to present some scheduling problems. As a matter of fact, the 20-minute schedule is two minutes less than TA officials originally predicted. As one official put it: "We're used to working with two-minute headways on this line during the rush hour. Running the Fair trains in between the others has worked out fine."

The way it's done is to switch the middle track from inbound express service to outbound super-express service right after the morning rush hour is over. Since the Fair opens each day at 10 a.m. and most visitors prefer to arrive on the grounds in the late morning and then spend the entire day there, super-expresses are kept running from the Manhattan end at six-minute intervals between 10 a.m. and 3 p.m. The middle track is then given over to regular express service to accommodate the evening rush hour, continuing until about 7 p.m. At 9 p.m. the super-expresses take over once more in the opposite direction, running until after 11 p.m. Appropriate modifications are made for heavier weekend traffic.

The 10-car sets previously run on the Flushing line were increased to 11-car sets for the benefit of the Fair, and up to 36 car sets can be accommodated under normal operating conditions. At non-peak travel hours, regular expresses transport visitors to and from Willets Point.

• **Subway's share: 33%.** Attendance at the Fair has fallen below expectations, so far. When the exposition opened on April 22, a substantial number of large pavilions were still uncompleted. What's more, several rainy spells cut sharply into attendance at the exposition.

The turnout could hardly be called bad—five million people between April 22 and May 22—but it's acted as a damper on NYCTA hopes for adding an additional $4-5 million to its net annual income over the two-year life of the Fair. In the five weeks since the Fair opened, the Transit Authority's share of traffic has been approximately 1.7-million—33% of total Fair patronage. This contrasts with an earlier prediction that close to 50% of the travelers to and from the Fair would take the subway.

Nevertheless, NYCTA officials have solid grounds for optimism, now that the summer is almost here: they feel sure that with several more pavilions now completed (or close to it), with schools closed for the summer, with annual vacations coming up, and with a campaign to attract foreign visitors now beginning to pay off, attendance is sure to pick up smartly, and rapid transit riding is expected to go right along with it.

In the meantime, one source of comfort to the NYCTA is the good turnout at Shea Stadium. The new home of the New York Mets is directly opposite the Fair grounds; it accounted for 156,000 rapid transit patrons during the past month.

One way or another, both Fair and TA officials feel sure that a big summer lies ahead of them, and the Transit Authority has gone ahead aggressively promoting its "showcase" service.

The blue-and-cream color scheme of the 430 St. Louis-built cars was adopted as the basic motif of almost all advertising related to the Fair service.

• **Maps by the million.** Subway route maps were printed with the World's Fair line heavily marked in blue on one side, and a sketch of the Flushing line cars enclosed in a blue arrow on the other side. Over a million of these were sent—at the requester's expense—to hotels and travel agencies all over the country.

In over 16,000 locations on subway stations throughout the system, blue posters and blue arrows give transit patrons directions for reaching the blue Flushing-line cars.

NYCTA spent $106,000 to give fresh coats of paint to all 18 stations along the Flushing line, and in almost every case, blue has been emphasized.

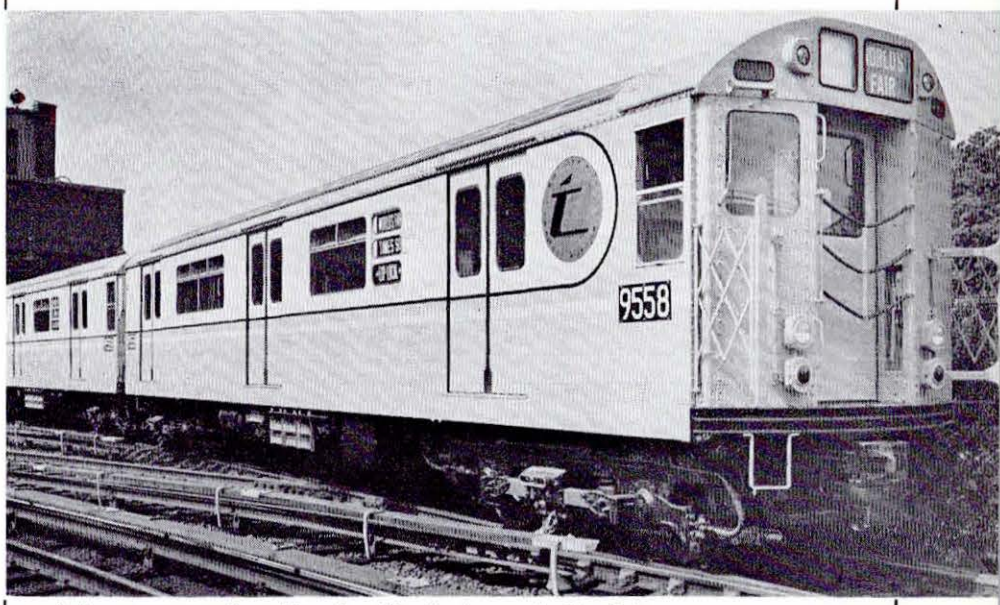
Looking beyond the Fair itself, the NYCTA would like to give the rest of its 240-mile system a showcase look, as well. Approximately $1 billion has been spent since 1953 on rehabilitation and replacement of rolling stock and fixed properties.

Among the most important current developments:

— A $100-million complex of connecting links in lower and midtown Manhattan.

— A station-platform lengthening program that has already made possible the increase of eight-car sets to 10 and 11-car sets on many lines.

But car replacement remains the cornerstone of the program (see box). NYCTA is working toward a policy of retiring all cars as they reach the age of 35. Thousands have already been replaced; if the 35-year retirement policy is carried out, it means 200-car orders each year for a great many years to come. ■



A "super-express" making the 20-minute run to the Fair.

NYCTA's new look on wheels

While its 430-car World's Fair fleet does feature new exterior and interior styling, the basic design is one used by the New York City Transit Authority for practically all of its post-World War II cars. Since 1946 the TA has put almost 4,000 cars in service and will add over 600 more by the end of 1965.

The 430 blue-and-white World's Fair cars plus 34 more with red exteriors, all to be delivered by August, will mark completion of programs that will have put 2,850 cars on the IRT Division since 1948. All pre-war IRT equipment, except 50 cars bought for the 1939-1940 World's Fair, will have been replaced.

It's a similar story for the BMT and IND Divisions. By 1966 over 1,700 cars will have been installed since World War II, including 600 which Budd will soon begin to deliver. All BMT-IND cars built before 1928 will then be retired, except for 397 which were completely rehabilitated in 1961 for ten more years' service.

Because of the older IRT's smaller tunnels, it has always been necessary for NYCTA to own two car fleets. BMT-IND cars are just over 60 feet long, 10 feet wide, and 12 feet 2 inches high. IRT cars are 51 feet long, 8 feet 9½ inches wide, and 11 feet 11 inches high. Even though this means that IRT equipment is considerably lighter, all cars are fitted with the same trucks, traction equipment and controls. St. Louis Car has built about 70% of the post-war equipment, including all the World's Fair cars.

When TA wanted a new World's Fair look, St. Louis designers produced the light blue exterior with off-white window strip and stainless TA emblem. Interior walls are blue with seats in gray.

Side construction was changed to accommodate wide side windows, each of which takes the place of three narrow drop-sash units previously used. The wide stationary sash, topped by an inward swinging ventilator, is a beefed-up version of a European transit car window. Forty cars have two cabs; the remaining 390 have only a single cab and are semi-permanently assembled in 195 two-car sets.

Average per-car weight, about 69,000 pounds, is down almost five tons from similar IRT units bought 10 years ago. TA engineers say that two-unit sets are lighter because redundant equipment is eliminated. Alloy steel, aluminum and plastics have cut car weight still more.

These boxcars have built-in raincoats

Over a 25-year life span, about 900 inches of rain or snow falls on a railroad car in this country. Much of this is in highly corrosive industrial atmospheres. That's why a high-strength steel with built-in corrosion resistance, such as USS COR-TEN, pays for itself many times over.

You can buy USS COR-TEN High-Strength Low-Alloy Steel delivered for less than 10¢ a pound.

Built-in durability. Many of the original USS COR-TEN Steel boxcars and hopper cars built in the thirties are still bringing in revenue. Since then, this one steel has been saving money in railroad equipment of all kinds. Its resistance to atmospheric corrosion is 4 to 6 times that of carbon steel. When scratched, USS COR-TEN Steel heals itself with a dense tight oxide coating

that inhibits further corrosion. As a bonus, you get longer paint life—about double the usual span.

In designing for more payload capacity, COR-TEN'S high minimum yield point of 50,000 psi permits weight savings of 15 to 25%. Its modulus of elasticity is 29,000,000 psi, so you get ample stiffness in structural members.

For the jumbo cars, the whole USS Family of Stronger Steels is being widely used. This includes USS "T-1" and "T-1" type A Steels which have a minimum yield strength of 100,000 psi. Railroads are using them in rolled shapes for sills and beams. Some of the new all-steel 100-ton hopper cars weigh only 63,000 pounds—only 5 tons more than 70-ton hoppers—but they haul 30 tons more payload. For complete information, call our nearest sales office or write United States Steel, Room 6961, 525 William Penn Place, Pittsburgh, Pa. 15230. Export Distributor: United States Steel International (New York), Inc. USS, COR-TEN, and "T-1" are registered trademarks.

United States Steel USS

Railroads promote traffic to the Fair

The World's Fair is acting as a magnet for visitors to New York from all over the country.

Here's what some railroads are doing to beef up their share of the business:

The Pennsylvania provided an additional 50 reclining coaches on its Washington-New York run, with another 20 to be added soon. Special trains handle one-day excursions from points along this line each Saturday, and from Philadelphia both Saturday and Sunday. Coach service from the West has been increased, too.

● **Heavy group traffic.** Other inducements are one-third savings on round-trip weekend fares from selected points, and Ladies' Day reduced fares each Thursday on specific trains.

● **'Century' got a face-lift.** The New York Central spent $250,000 renovating its 20th Century Limited from Chicago, and is busy drumming up week-end and week-long package tours at special rates from points including St. Louis, Chicago, Detroit and Cleveland. Like the PRR, NYC has a variety of optional package tours to offer, including rail tickets, hotels, sightseeing tours and even tickets to Broadway shows and night clubs.

The New Haven reports conversion of 10 surplus parlor cars to coaches, and hastened renovation of present coaches, in preparation for Fair traffic. Off-peak, reduced one-day fare reductions up to 27% are available at all stations within a 40-mile radius of New York, and specials are operating from Springfield, Hartford and New Haven each Saturday and Sunday.

● **'Hotel' sleeping cars.** Erie-Lackawanna offers reduced-fare package tours similar to the others, and motorcoach service from its Hoboken, N.J. Terminal to Manhattan hotels and the Fair. E-L leased 20 extra coaches from the D&H, and gives sleeping car passengers on its tours the option of using their cars as "hotels" while in New York.

A number of roads in the mid- and far West including Rock Island, Illinois Central, Northern Pacific and Santa Fe have launched their own campaigns: Santa Fe is selling space on a special 16-Pullman train from San Francisco. The Rock Island arranged seven-day tours in conjunction with the New York Central. All look for a good share of Fair-bound traffic during the summer months. ■

LETTERS

Why Mr. Carey won't get an A in arithmetic

Washington, D.C.

To the Editor:

In a printed copy of the initial speech of the new President of the Chamber of Commerce of the United States attention is called to the "need to do a far better job of telling others the true story about the highway program and how it is being financed." In this same speech reference was made to the highway program as a "pay-as-you-go program, with (virtually) every dime spent by Uncle Sam coming from a special trust fund supplied by special Federal taxes levied against the car, bus and truck owners of the country. None of it comes from the Treasury's general tax revenues." That the Chamber should print this statement is astonishing because its attention was directed by me to the facts in the following letter prior to distribution of the speech:

"Mr. Walter F. Carey
President, Chamber of Commerce of the United States
Automobile Carriers, Incorporated
Flint, Michigan
"Dear Walter:

"With further reference to our telephone conversation yesterday regarding the sources of funds of the Highway Trust Fund in connection with the statement, 'It is a pay-as-you-go program, with every dime spent by Uncle Sam coming from a special trust fund supplied by special Federal taxes levied against the car, bus and truck owners of the country,' from your talk before the highway users.

"Page 41, House Doc. 54, 87th Congress, 1st Session, 'Final Report of the Highway Cost Allocation Study,' shows the revenues accruing to the Trust Fund from other than highway sources in 1958, and also predicts the total for the year 1964. Specifically, Federal highway vehicles used off-highway were expected to pay into the Trust Fund in the calendar year 1964 approximately $8,200,000, and other non-highway users, such as motor boats, aircraft, industrial, marine, etc., were expected to pay into the Trust Fund approximately $51,800,000 in the calendar year 1964, or a total of $60,000,000 from non-highway sources in 1964.

"Incidentally, while the following has no direct bearing on your statement, it is worth noting that $190,000,000 from the General Fund was appropriated in fiscal 1965 for such highway purposes as forest highways, park roads, etc. Furthermore, while we are discussing the Highway Trust Fund, it must be remembered that certain General Fund revenues were diverted to this fund in 1956. Specifically, the report of the Secretary of the Treasury for fiscal year 1963 shows that $3,279,000,000 was paid into the Highway Trust Fund. Of this amount, approximately one-half, or $1,675,000,000 was represented by the two-cents per gallon motor fuel tax, the eight per cent excise tax on trucks, buses and trailers, the five-cents per pound tax on rubber tires, and the nine-cents per pound tax on tubes, taxes that, prior to 1956, would have been paid into the General Fund.

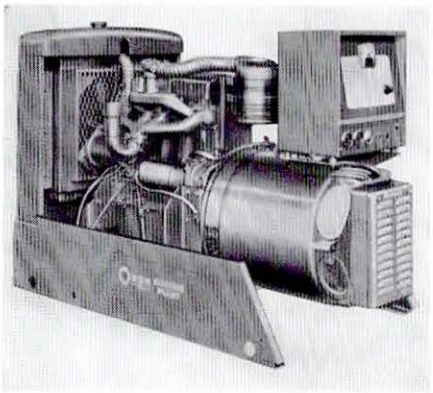
"Sincerely Yours,
P. A. Hollar"

The insertion of the word "virtually" before "every dime" appears to be an attempt to reconcile the printed copy with the facts, but the 600 million dimes a year, which come directly from other than highway users, are a far cry from "virtually every dime." But, if the true and complete story of highway finance is told, the $190 million a year taken from the General Fund for forest highways, park roads, etc., cannot be ignored. Neither can the fact be ignored that approximately one-half of the revenues now paid into the Highway Trust Fund were revenues paid into the General Fund prior to 1956.

I hope you will print this in full so that at least your railroad readers will know the facts.

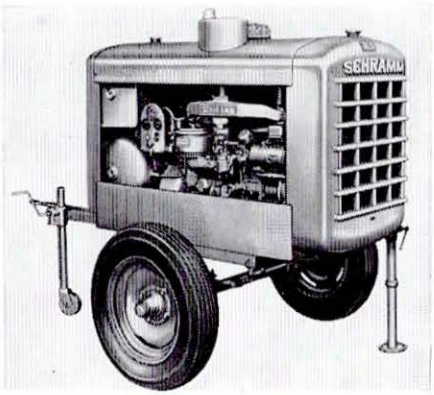
P. A. Hollar
Vice President—Assistant to President
Association of American Railroads

NEW PRODUCTS REPORT



Electric Plants (RA-1)

Two new water-cooled, diesel-driven electric plants, designated DEC and DEF, are available. DEC models are dual rated at 30 kw for emergency standby service and 25 kw for primary or continuous operation. Models in the DEF series deliver 45 kw of standby power and 40 kw when in continuous duty. They are available in all standard single and three-phase voltages up to 600 volts. *Onan, Division of Studebaker Industries, Inc.*



Air Compressor (RA-2)

The new Schramm Model 85 Pneumapower portable air compressor provides 10 cfm more air than the Model 75, which it replaces, without increasing either size or weight. The new unit is gasoline driven and employs the "enbloc" engine-compressor design. In this design two of the cylinders provide the power and the remaining two operate as the compressor part of the unit. The engine-compressor is water-cooled. *Schramm, Inc.*

Dispatcher Carrier (RA-3)

Model 15B carrier is designed especially for voice circuits or dispatching circuits where it is desired to avoid use of long-haul carrier for local service. This narrow band FM carrier has channels in the band from 40 kilocycles to 300 kilocycles as desired. Carrier output power is +25 decibels (1 watt maximum). Receiver sensitivity is —40 decibels; signal bandwith is 6 kilocycles (fully modulated); audio band is 200 to 3,000 cycles per second (±3 kilocycles); receiver audio output power is +30 decibels; channel spacing is 15 kilocycles; and selectivity is 60 decibels down 15 kilocycles off the center band.

Equipment required for a carrier message circuit would be one model 15 carrier at each wayside station and one at the PBX with auxiliary built-in equipment. Circuit length without repeaters may be up to 100 miles or 50 decibel loss. Selective ringing system is available with the equipment or coded ringing, speaker monitoring, or 3½ cycles per second selectors may be used. *Harmon Electronics Inc.*

Granular Herbicide (RA-4)

Hooker Tritac nonselective weed killer is now available in granular form. Known as Tritac-10G, the new material is especially designed for the control of deep-rooted, perennial, broadleaved weeds, such as bindweed, Canada thistle, Russian knapweed, leafy spurge, bur ragweed, toadflax, plantain, dandelion, chicory and bouncing bet.

The manufacturer states that effective application of Tritac-10G, which is intended for use on non-crop land, can be made any time when the extent of weed infestation can be determined and when the ground is not frozen. However, the application of the new weed-killing chemical is said to be preferable when seasonal rainfall can be expected to carry the chemical into the root zone.

Tritac-10G is packed in 25-lb paper bags and can be applied as it is by any conventional spreader capable of delivering a uniform pattern. Recommended application rate for certain perennial weeds is 80 to 160 lb per acre. *Hooker Chemical Corp.*

PLEASE SEND ADDITIONAL INFORMATION ABOUT PRODUCTS ADVERTISED ON PAGES 2 3 4 6 9 10 13 18-19 24-25 35 36 39 40

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6/1/64

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NEW PRODUCTS REPORT

Track-Measuring Device (RA-5)

The Sola line of track-measuring equipment, manufactured in Austria, is being introduced into the United States. The line includes the Models GW 37 super-elevation measurer, GW 58 combination super-elevation and gauge measurer (above), SW 59 gauge measurer and F 15 horizontal spirit level for attachment to rail-measuring devices. The Model GW 37 is made of square aluminum tubing, insulated, and is said to give quick and exact readings by means of a micrometer disk. It will measure super-elevations up to eight inches. The GW 58 is similar to the GW 37 except that it also has an attachment for measuring track gauge, using a telescopic slide and fastening screw. Model SW 59, designated for measuring track gauge only, is also made of aluminum tubing and is fitted with a telescopic gauge-measuring device. The F-15 level consists of a shock-proof, splinter-proof bubble tube mounted in an aluminum housing. The measuring scale is in increments of .039 inch. *Plasser Railway Maintenance Co.*

Bridge Truck Crane (RA-6)

A new road-rail truck crane is available which is designed especially for work on bridges.

The truck crane, designated the Bridge Fox, is equipped with a two-section telescoping boom, air compressor, hydraulic plant, winch, outriggers, hydraulically operated spike puller and air-operated spike and bolt driver. The boom is 12 feet long retracted and 21 feet long extended; maximum boom angle height is 28 feet. Lifting capacity of the unit is 4,000 lb at a radius of 21 feet over the side of the vehicle with outriggers or over the rear when on rubber; 12,000 lb at a radius of 6 feet over the sides and rear with outriggers; and 6,000 lb at a radius of 6 feet over the sides and rear when on rubber. The spike puller is mounted at the front of the vehicle on a retractable frame 10-foot 10-inch long; the spike and bolt driver is mounted at the rear on a 9-foot 5-inch retractable frame. Pipe outlets for both air and hydraulic tools are located at each end of the vehicle. *James M. Plaskitt & Son, Inc.*

Piston and Carrier (RA-7)

Failures due to cracking are said to be eliminated with the forged-aluminum diesel-engine piston and forged ring carrier which replace the cast piston and cast carrier on all new Alco engines and on rebuilt 244 and 251 models. They are available also for all rebanding jobs. The nickel-iron insert in the top ring groove position, as it did in the former cast carrier, minimizes pounding and wear of the groove caused by operating conditions. *Alco Products.*

Dip-Tank Degreaser (RA-8)

Deck-Glo Diphase is a two-layer, heavy-duty dip-tank degreaser for removing carbon, dried and oxidized oils and grease, and other deposits from tools, fuel oil burners, pistons and removable metal parts. Cleaning with the non-flammable solvent is a one-step operation. Parts removed are pre-rinsed in a built-in anti-corrosive vapor seal and the active solvent strained back for reuse. Solvent is contained in 55-, 30- and 5-gallon steel drums. *Sea-Air Chemical Corp.*

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6/1/64

Two new special tank cars unveiled

One is a stainless-steel, syrup car, the other for controlled-temperature products. Both were built by North American Car.

Two new specialized tank cars were introduced to industry on May 21 by North American Car Corp. One is a 16,347-gallon car said to be the first tank car ever built of stainless steel for hauling corn syrup. The other is an in-transit-electric-heated 8,200-gallon car designed for transporting liquid food products requiring constantly controlled temperature.

Both new cars, built at the company's Texarkana, Ark., plant, will enter service with A. E. Staley Manufacturing Co., Decatur, Ill.

● **Low-Maintenance car.** The "Glucosi-Daisy" corn syrup car is described as the second in a series of low-maintenance cars being added to North American's fleet. The first was a Tenelon stainless tank-hopper car introduced last April.

The corn syrup car has two compartments made of USS 304 L stainless steel. Four inches of fiberglass insulation is applied beneath a ⅛-inch stainless insulation jacket. There are eight lines of exterior coils. Each compartment is fitted with a six-inch bottom-unloading stainless ball valve; an 18-inch manway with stainless dust cover, ¾-inch air connection and a stainless safety vent. Other car equipment includes 100-ton trucks with Barber S-2-A ride control, 6½- x 12-inch Timken roller bearings, 36-inch two-wear wrought steel wheels, Wabcopac brakes with Cobra shoes, 2½-inch-travel springs, Cardwell Mark 50 24⅞-inch friction draft gear and type E couplers.

● **No interior lining.** By using stainless steel, says R. E. Hallberg, North American's vice president and general manager, railroad car division, "We have eliminated the need for an interior lining and exterior painting. The car's tank is approximately ½-inch-thick stainless, with all-stainless fittings, external coils and outer jacket. The car has no underframe."

Staley's vice president, L. E. Doxsie, said the car will soon begin a five-year, in-service evaluation. "We want to try this car in customer service to all parts of the country, in all seasons and under all conditions. From it we hope to gain valuable experience and develop new concepts which will make stainless feasible for the car of the future."

● **First of a series.** The in-transit heated tank car is the first in a series of temperature-controlled cars to enter North American's leasing service. Staley will use the car for hauling corn sweeteners. The tank has six-inch fiberglass insulation and the interior is lined with Placite. An approximately two-week supply of No. 1 diesel fuel is carried in the 312-gallon fuel tank. Its heating capacity is ample to maintain a 200 degree differential. Modifications can be made to increase this differential.

Heating is supplied by a Witte model 100, 12.5-kilowatt, 1,800-rpm diesel-generator set. Thermostatically controlled Hynes 10-kilowatt heating units (RA, Dec. 16, 1963, p. 42) are enclosed in two three-inch stainless steel tubes extending the full length of the tank. When heat is required for unloading, 750-watt heaters are attached to the stainless-lined outlet leg. Other stainless parts include a six-inch outlet valve, outlet reducer and cap. The car is equipped with 50-ton trucks, ASF Uni-Frate brakes, Anchor shoes, 33-inch cast steel wheels and plain journal bearings.

● **Prompt unloading.** The in-transit car can also be used to handle products which normally require heating only at unloading points. Such commodities would be held at unloading temperatures en route, and be ready for immediate unloading on arrival. ■

Staley will make a five-year service evaluation study of 16,347-gallon stainless-steel car. Length over strikers is 43 feet 11 inches; extreme height is 14 feet 11⅞ inches. With light weight of 73,100 pounds, the capacity is 189,000 pounds.

Electric-heated 8,200-gallon car will haul corn sweeteners. Equipped with Witte diesel-generator set, car carries fuel for two-week operation. Light weight is 73,100 pounds; capacity is 189,900 pounds. It is 39 feet 8 inches long over strikers.

Railway Age Service Page

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

First Quarter of Calendar Year 1964

Name of Road	Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1964	Total (inc. misc.) 1963	Operating Expenses: Maint. Way and Structures: Total 1964	Total 1963	Deprec. and Retirements	Maint. Equipment: Total 1964	Total 1963	Deprec. and Retirements	Traffic	Transportation	Total 1964	Total 1963	Operating ratio 1964	Operating ratio 1963	Net from railway operation	Railway tax accruals	Net Railway operating income 1964	Net Railway operating income 1963
Akron, Canton & Youngstown	3 mos.	171	1,401	....	1,433	1,467	141	129	19	271	259	59	120	504	1,171	1,145	81.7	78.0	262	153	109	54
Atchison, Topeka & Santa Fe	3 mos.	12,884	126,131	7,449	148,643	144,693	18,411	17,987	3,001	32,970	31,526	8,648	4,654	54,992	119,091	116,475	80.1	80.5	29,552	13,683	15,124	13,376
Atlanta & St. Andrews Bay	3 mos.	81	743	....	763	621	90	71	11	83	79	24	24	206	467	429	61.2	69.1	296	128	59	26
Atlanta & West Point	3 mos.	93	669	48	842	828	104	103	26	169	159	43	56	370	763	754	90.6	91.0	79	51	—26	—66
Western of Alabama	3 mos.	133	779	46	922	986	116	110	36	199	192	55	66	424	874	853	94.9	86.5	47	73	—6	28
Atlantic Coast Line	3 mos.	5,733	40,302	5,139	48,955	45,268	5,411	4,854	545	8,450	7,771	2,084	1,927	18,815	37,260	35,177	76.1	77.7	11,694	4,450	4,714	3,858
Baltimore & Ohio	3 mos.	5,849	80,059	2,526	88,559	83,766	10,006	8,427	1,589	15,853	14,370	2,899	2,604	36,665	70,388	67,131	79.5	80.1	18,171	6,116	3,117	1,832
Staten Island Rapid Transit	3 mos.	28	427	332	775	750	148	133	38	119	86	4	6	483	838	766	108.2	102.1	—64	181	—345	—239
Bangor & Aroostook	3 mos.	567	3,800	52	3,972	4,007	883	928	64	981	883	356	76	1,231	3,394	3,420	85.4	85.4	578	317	477	397
Bessemer & Lake Erie	3 mos.	202	4,476	....	4,591	3,570	511	539	95	1,242	1,231	354	116	1,283	3,606	3,390	78.5	94.9	985	1,460	745	443
Boston & Maine	3 mos.	1,531	12,864	1,427	15,600	15,931	1,923	1,892	433	2,234	2,419	708	326	7,322	12,657	13,126	81.1	82.4	2,943	1,271	264	—333
CPR Lines in Maine	3 mos.	234	2,291	100	2,455	2,443	273	353	59	327	312	54	43	609	1,361	1,381	55.4	56.5	1,094	90	655	653
Carolina & Northwestern	3 mos.	284	928	....	962	854	130	106	23	128	99	81	15	236	546	487	56.8	57.0	415	85	190	134
Central of Georgia	3 mos.	1,744	10,651	385	11,571	10,931	2,982	1,838	140	2,953	1,995	663	523	4,311	11,796	9,448	101.9	86.4	—225	Cr. 207	55	445
Central of New Jersey	3 mos.	576	9,187	1,349	11,557	12,674	1,483	1,464	288	2,484	1,461	480	236	6,505	11,349	10,520	98.2	83.0	208	1,405	—2,146	—577
Central Vermont	3 mos.	382	1,925	122	2,222	2,372	434	433	54	266	304	25	44	973	1,800	1,807	81.0	76.2	422	161	—50	68
Chesapeake & Ohio	3 mos.	5,133	81,854	1,036	86,379	80,332	10,400	10,000	1,450	17,026	15,890	6,151	2,475	34,261	69,317	66,489	80.2	82.8	17,062	7,485	11,231	9,189
Chicago & Eastern Illinois	3 mos.	862	7,326	337	8,559	8,233	938	894	92	1,549	1,524	491	360	3,562	7,020	6,832	82.0	83.0	1,539	509	360	—73
Chicago & Illinois Midland	3 mos.	121	2,345	....	2,382	1,884	111	123	23	454	476	83	94	544	1,350	1,320	56.7	70.1	1,031	521	431	200
Chicago & North Western	3 mos.	10,451	44,469	4,149	51,251	50,519	7,686	7,572	1,287	9,382	9,200	3,375	1,907	21,158	43,016	43,508	83.9	86.1	8,235	3,851	1,925	—257
Chicago, Burlington & Quincy	3 mos.	8,546	53,433	4,176	64,127	59,900	8,031	7,569	1,228	11,686	11,899	3,801	2,020	25,744	50,529	49,505	78.8	82.7	13,598	5,782	6,457	3,881
Chicago Great Western	3 mos.	1,459	7,275	13	7,746	7,883	1,014	1,009	135	1,386	1,350	426	382	2,805	5,895	5,843	76.1	74.1	1,851	471	555	572
Chicago, Milw., St. Paul & Pacific	3 mos.	10,540	45,880	2,744	54,380	51,268	6,786	6,760	1,305	9,089	8,788	2,782	1,572	22,708	43,901	42,716	80.7	83.3	10,480	4,498	3,267	208
Chicago, Rock Island & Pacific	3 mos.	7,793	41,851	3,193	49,941	47,907	5,622	5,767	786	8,744	8,357	2,016	1,570	21,171	39,936	39,080	80.0	81.6	10,005	4,042	2,292	1,215
Clinchfield	3 mos.	306	5,918	....	5,964	4,919	473	505	66	1,113	746	325	227	1,604	3,635	3,061	60.9	62.2	2,330	642	1,464	1,406
Colorado & Southern	3 mos.	712	3,154	135	3,762	3,591	501	438	53	639	714	256	115	1,658	3,146	2,989	83.6	83.2	616	333	267	322
Ft. Worth & Denver	3 mos.	1,037	4,003	266	4,958	4,951	688	794	99	851	675	127	204	2,322	4,424	4,427	89.2	89.4	534	Cr. 34	—178	—141
Colorado & Wyoming	3 mos.	39	529	....	915	776	51	51	7	101	91	39	4	369	563	526	61.6	67.8	352	227	123	81
Delaware & Hudson	3 mos.	744	9,766	289	10,260	10,366	982	1,124	219	2,005	2,256	535	305	3,702	7,698	8,442	75.0	81.4	2,562	1,379	1,148	714
Denver & Rio Grande Western	3 mos.	2,132	17,426	582	18,635	18,174	1,759	1,730	348	2,818	2,774	1,030	727	6,397	12,857	12,336	69.0	67.9	5,778	3,121	2,745	2,914
Detroit & Toledo Shore Line	3 mos.	50	1,708	....	1,828	1,734	175	181	12	232	219	87	63	624	1,145	1,097	62.7	63.3	682	206	177	189
Detroit, Toledo & Ironton	3 mos.	464	5,737	....	5,988	6,127	601	668	66	1,208	1,318	459	205	1,647	3,971	4,278	66.3	69.8	2,017	376	1,434	1,255
Duluth, Missabe & Iron Range	3 mos.	521	847	....	933	873	813	946	234	1,236	1,318	573	23	1,227	3,851	4,282	412.8	485.0	—2,918	264	—3,075	—3,721
Duluth, Winnipeg & Pacific	3 mos.	174	1,883	....	1,884	1,581	216	218	39	146	137	3	....	522	917	903	48.6	57.1	968	153	569	277
Elgin, Joliet & Eastern	3 mos.	205	8,872	....	12,267	10,959	892	930	95	1,895	1,963	257	151	4,319	8,201	8,232	66.9	75.1	4,066	2,293	1,541	863
Erie Lackawanna	3 mos.	2,945	42,031	3,384	50,995	49,877	5,192	5,394	1,181	9,135	9,770	2,381	1,312	25,649	43,866	46,272	86.0	92.8	7,129	4,489	—1,331	—5,138
Florida East Coast	3 mos.	572	5,795	....	5,896	3,234	732	467	144	1,384	713	349	170	1,734	4,363	2,948	74.0	91.2	1,533	679	324	—544
Georgia Railroad	3 mos.	323	1,684	34	1,963	1,948	273	240	28	372	366	106	137	868	1,773	1,711	90.3	87.8	190	138	52	40
Georgia & Florida	3 mos.	321	289	....	297	743	835	173	7	59	145	19	42	125	1,131	709	381.2	95.4	—834	Cr. 125	—729	—121
Grand Trunk Western	3 mos.	946	13,245	535	14,871	13,820	1,844	1,893	176	2,261	2,228	203	258	6,653	11,734	11,545	78.9	83.5	3,137	1,211	—252	—380
Great Northern	3 mos.	8,261	52,825	1,861	58,401	50,004	6,971	6,992	971	9,766	9,661	2,820	1,698	22,246	43,454	42,227	74.4	84.4	14,947	7,175	6,547	2,455
Green Bay & Western	3 mos.	219	1,082	....	1,114	1,034	80	78	15	128	160	29	82	310	672	716	60.3	69.2	442	171	158	75
Gulf, Mobile & Ohio	3 mos.	2,744	17,701	544	19,592	19,089	2,506	2,261	241	3,856	3,860	946	784	6,933	14,989	14,643	70.4	76.7	4,604	1,447	2,044	1,728
Illinois Central	3 mos.	6,461	56,869	5,206	67,160	65,887	8,840	8,432	1,192	12,843	12,137	3,093	1,940	27,666	54,641	52,670	81.4	79.9	12,519	4,987	4,143	4,677
Illinois Terminal	3 mos.	339	1,891	....	2,098	2,111	252	246	11	361	360	77	119	911	1,788	1,763	85.2	83.5	310	156	—114	—51
Kansas City Southern	3 mos.	894	11,193	218	12,569	11,016	1,181	773	153	1,487	1,423	447	333	3,790	7,205	6,362	57.3	57.8	5,364	1,866	2,308	2,001
Kansas, Oklahoma & Gulf	3 mos.	221	1,056	....	1,059	847	111	80	13	116	86	37	92	316	710	644	67.0	76.1	349	166	81	1
Lake Superior & Ishpeming	3 mos.	135	216	....	257	195	161	164	39	242	217	118	5	155	629	573	244.9	293.8	—372	114	—411	—449
Lehigh & Hudson River	3 mos.	98	976	....	1,011	995	106	111	8	123	124	29	60	370	710	704	70.2	70.8	301	118	68	46
Lehigh Valley	3 mos.	1,083	11,152	....	11,596	11,277	1,341	1,396	266	1,837	2,040	513	351	6,014	10,222	10,386	88.1	92.1	1,375	988	—516	—903
Long Island	3 mos.	340	2,159	15,706	18,474	17,918	2,714	2,306	300	4,126	3,781	490	172	9,801	17,752	16,543	96.1	92.3	723	1,038	—1,043	—250

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

First Quarter of Calendar Year 1964

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1964	1963	Operating Expenses: Maint. Way and Structures: Total 1964	1963	Deprec. and Retirements	Maint. Equipment: Total 1964	1963	Deprec. and Retirements	Traffic	Transportation	Total 1964	1963	Operating ratio 1964	1963	Net from railway operation	Railway tax accruals	Net Railway operating income 1964	1963
Louisiana & Arkansas	3 mos.	746	5,999	127	6,543	5,918	850	597	52	822	770	286	275	2,117	4,333	3,836	66.2	64.8	2,209	920	702	626
Louisville & Nashville	3 mos.	5,662	56,376	1,448	61,963	59,066	7,391	6,497	1,050	13,127	11,561	4,976	1,707	25,775	51,299	47,169	82.8	79.9	10,664	4,039	5,471	6,498
Maine Central	3 mos.	934	5,675	1	5,832	5,812	957	1,178	83	1,055	1,082	229	82	1,985	4 412	4,853	75.6	83.5	1,421	377	773	204
Minn., Northfield & Southern	3 mos.	77	877	....	923	879	66	61	8	117	117	41	109	245	633	610	68.6	69.4	290	183	103	96
Missouri-Illinois	3 mos.	324	1,232	....	1,239	1,104	121	106	8	495	301	195	45	355	1,059	859	85.5	77.8	179	159	441	314
M-K-T Lines	3 mos.	2,869	11,589	126	12,787	12,298	2,471	1,465	642	2,924	2,318	758	539	5,112	11,676	9,685	91.3	78.8	1,112	1,041	—1,756	125
Missouri Pacific	3 mos.	9,223	66,852	1,657	75,296	71,421	10,145	9,318	1,141	13,056	12,388	3,633	1,923	27,471	55,921	53,318	71.4	74.7	19,376	4,581	9,088	9,014
Monon	3 mos.	541	4,441	68	4,789	4,390	570	477	59	868	770	229	276	1,733	3,781	3,589	79.0	81.8	1,007	302	368	238
Monongahela	3 mos.	168	850	....	861	992	181	180	33	128	136	33	3	360	693	689	80.5	69.5	168	63	—106	—29
New York Central	3 mos.	9,927	119,862	12,538	153,534	147,257	16,128	17,870	3,014	28,574	26,917	6,806	2,961	73,357	128,848	129,400	83.9	87.9	24,686	11,455	3,445	—4,305
Pittsburgh & Lake Erie	3 mos.	214	6,266	39	6,780	5,949	1,245	1,028	221	2,680	2,448	1,035	226	2,571	7,305	6,724	107.7	113.0	—525	1,889	2,301	2,126
New York, Chicago & St. Louis	3 mos.	2,170	30,493	109	31,633	31,403	3,252	3,203	456	4,564	5,048	990	1,016	13,316	23,714	24,007	75.0	76.4	7,919	2,467	3,507	3,401
New York, New Haven & Hartford	3 mos.	1,642	15,592	10,157	30,108	30,351	4,034	3,945	763	5,956	5,481	1,471	627	15,569	28,557	28,209	94.8	92.9	1,551	2,501	—4,377	—3,288
► New York Connecting	3 mos.	21	931	....	998	920	269	192	76	43	48	....	....	248	571	490	57.2	53.3	427	305	28	56
New York, Sus. & Western	3 mos.	71	720	13	786	843	111	142	17	96	94	20	13	338	644	721	81.9	85.6	142	65	—33	—87
Norfolk & Western	3 mos.	2,743	64,278	424	67,119	58,816	6,308	5,587	1,362	10,270	9,057	5,209	1,282	17,663	37,584	34,529	56.0	58.7	29,535	14,088	18,157	15,086
Norfolk Southern	3 mos.	593	2,020	....	2,064	2,083	350	391	57	344	402	138	143	743	1,803	1,868	87.3	89.7	261	149	—8	—43
Northern Pacific	3 mos.	6,790	40,329	1,153	44,396	40,087	6,211	5,543	1,026	8,830	8,895	2,707	1,347	18,436	37,611	35,833	84.7	89.4	6,786	4,581	3,180	1,182
Northwestern Pacific	3 mos.	328	2,666	1	2,682	2,656	456	501	48	127	172	5	23	744	1,432	1,544	53.4	58.1	1,250	438	239	164
Pacific Electric	3 mos.	315	3,571	....	3,961	3,862	537	454	72	87	128	5	62	1,868	2,831	2,659	71.5	68.8	1,130	588	—178	—91
Pennsylvania	3 mos.	9,706	160,324	21,969	208,070	198,236	19,694	20,101	4,458	36,721	37,681	7,299	3,181	95,252	167,067	167,579	80.3	84.5	41,003	14,848	8,446	—2,455
Penn-Reading Seashore Lines	3 mos.	341	1,570	112	1,771	1,611	482	457	69	422	349	75	12	1,361	2,400	2,262	135.5	140.4	—629	180	—1,200	—1,264
Piedmont & Northern	3 mos.	126	1,413	....	1,460	1,376	121	133	16	106	114	29	112	297	767	796	52.5	57.9	693	327	172	126
Pittsburgh & West Virginia	3 mos.	132	1,591	....	1,609	1,457	307	293	70	312	289	112	125	587	1,470	1,377	91.4	94.5	139	111	—60	—120
Quanah, Acme & Pacific	3 mos.	120	782	....	787	751	34	43	5	43	43	1	30	155	291	299	37.0	39.8	496	121	253	220
Reading	3 mos.	1,282	20,471	1,496	23,566	24,750	3,037	3,367	574	4,944	4,601	1,451	558	10,923	20,899	21,610	88.7	87.3	2,668	1,892	—664	—258
Richmond, Fredericksburg & Pot.	3 mos.	118	3,992	1,248	6,271	6,275	510	500	95	945	892	209	89	2,362	4,369	4,182	69.7	66.7	1,902	992	643	760
St. Louis-San Francisco†	3 mos.	4,686	28,587	339	31,232	30,282	3,527	3,741	563	4,747	4,659	1,757	1,211	12,278	24,136	23,321	77.3	77.0	7,096	2,795	3,011	3,183
St. Louis Southwestern	3 mos.	1,554	20,258	1	20,452	19,057	1,670	1,579	215	2,692	2,267	1,212	568	6,415	12,011	10,857	58.7	57.0	8,441	3,799	4,165	3,699
San Diego & Arizona Eastern	3 mos.	136	732	....	758	765	69	80	14	17	16	1	5	181	301	289	39.7	37.8	457	216	139	144
Savannah & Atlanta	3 mos.	168	1,262	....	1,278	1,174	103	170	6	192	198	70	45	354	731	846	57.2	72.1	547	298	250	217
Seaboard Air Line	3 mos.	4,123	36,718	3,982	44,632	44,710	6,112	6,138	723	8,125	7,754	2,527	1,623	16,246	34,115	33,832	76.4	75.7	10,517	4,497	4,644	4,481
Soo Line	3 mos.	4,692	20,371	78	21,235	17,888	2,449	2,444	317	3,358	3,327	823	706	8,091	15,533	15,123	73.1	84.5	5,702	1,478	2,856	538
Southern Railway	3 mos.	6,274	64,344	1,963	71,400	65,255	9,486	8,000	1,054	12,097	12,366	3,782	1,751	22,686	50,083	47,576	70.1	72.9	21,317	7,839	10,032	8,797
Alabama Great Southern	3 mos.	327	3,590	105	4,144	3,991	661	556	106	884	900	272	143	1,391	3,416	3,361	82.4	84.2	728	241	352	204
Cinn., New Orleans & Tex. Pac.	3 mos.	337	9,025	164	9,940	8,514	1,228	1,184	222	2,375	2,359	899	279	2,838	7,385	7,120	74.3	83.6	2,555	1,170	1,745	988
Georgia Southern & Florida	3 mos.	397	1,883	75	2,210	1,899	384	406	35	239	225	31	58	697	1,536	1,604	69.5	84.4	674	85	112	—239
New Orleans & Northeastern	3 mos.	203	2,571	87	2,862	2,804	470	515	82	705	750	317	92	806	2,331	2,465	81.5	87.9	531	254	377	95
Southern Pacific	3 mos.	11,550	160,707	5,363	175,929	162,657	19,108	18,681	2,052	35,406	34,421	11,192	3,092	66,555	131,711	125,589	74.9	77.2	44,218	19,619	21,061	15,747
Spokane International	3 mos.	150	646	....	674	723	114	131	17	38	47	27	11	194	392	407	58.2	56.2	282	100	126	148
Spokane, Portland & Seattle	3 mos.	936	7,848	204	8,660	8,006	1,196	1,125	174	1,405	1,354	387	113	3,303	6,396	6,110	73.9	76.3	2,264	990	972	816
Tennessee Central	3 mos.	280	804	....	914	912	138	150	17	167	162	63	44	353	764	778	83.6	85.3	150	69	—39	—73
Texas & Pacific	3 mos.	1,821	15,759	547	18,291	18,089	1,929	2,045	274	2,662	2,772	854	641	6,930	13,119	13,365	71.7	73.9	5,172	1,732	1,816	1,605
Texas Mexican	3 mos.	161	667	....	754	670	133	124	11	99	86	42	40	211	556	527	73.7	78.7	198	111	19	3
Toledo, Peoria & Western	3 mos.	239	1,829	....	1,950	1,838	251	168	22	184	154	39	160	601	1,332	1,163	68.3	63.2	618	229	162	168
Union Pacific	3 mos.	9,697	111,875	4,640	126,412	121,225	13,665	13,977	1,710	25,197	23,898	8,951	3,699	45,472	94,658	91,439	74.9	75.4	31,754	18,446	9,469	8,779
Wabash	3 mos.	2,422	27,953	645	31,722	30,286	2,603	2,475	389	4,777	4,067	1,488	1,082	14,009	23,989	22,857	75.6	75.5	7,734	1,877	2,714	2,274
Ann Arbor	3 mos.	294	1,741	1	1,756	1,641	235	141	21	381	421	119	48	943	1,680	1,614	95.7	98.4	76	151	—136	—173
Western Maryland	3 mos.	868	11,533	....	12,022	10,560	1,573	1,385	192	2,850	2,574	958	357	4,301	9,661	8,869	80.4	84.0	2,361	1,166	1,775	1,428
Western Pacific	3 mos.	1,184	11,288	438	12,010	14,587	1,601	1,642	279	2,149	2,141	702	769	4,617	10,161	10,410	84.6	71.4	1,849	672	952	1,890

†St. Louis, San Francisco & Texas merged with St. Louis-San Francisco January 1, 1964.

Railway Age Service Page

REVENUES AND EXPENSES OF RAILWAYS

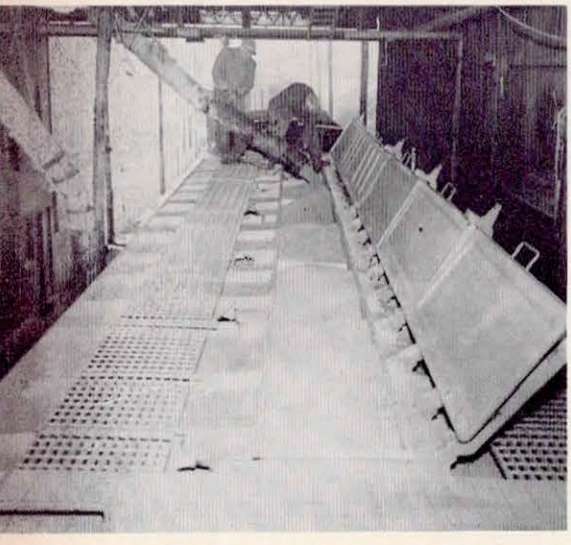
All-steel car is 54 feet 6½ inches long, will carry 198,000 pounds of lading.

GATC develops big dry-bulk car

Three-compartment 100-ton, 4,500-cubic-foot car has six hatch covers and large discharge gates. Prototype has been handling grains from mid-west shippers. Production will start in September.

General American Transportation Corp.'s new 4,500-cubic-foot, trough-hatch center discharge covered hopper car features multiple hatch covers and oversize gravity discharge gates. Construction of initial orders of over 200 cars is expected to start in September.

"The 100-ton all-steel car was designed," says GATC's freight car division vice president, John E. Angst, "to meet the railroads' need for a large car capable of rapid and easy loading and unloading of dry bulk commodities. We developed and applied the sectionalized, weather-tight trough hatch covers to our prototype car which was first shown at the American Railway Progress Exposition at Chicago in October 1963. The oversize discharge gates provide the lowest possible center of gravity and maximum cube for a given length of car.



Loading car through 20-inch by 44-foot trough hatch opening uncovered by six hatch covers.

• **Shippers like it.** "The three-compartment car has been in service handling wheat, barley, malt and other grains at elevators and plants in Kansas, Nebraska, and Illinois. Shippers report ease of handling the separate hatch covers and obtaining samples of commodities by opening only one of the covers. At most unloading facilities, the discharge gates were only opened about four inches because of insufficient conveyor capacity to carry the product away."

The loading hatch has a 20-inch by 44-foot opening on the longitudinal center line of the car and is equipped with six 5/32-inch covers formed to fit the hatch. Each cover has two hinges. Ends of the hatch covers have upward extending rolled flanges. Closing and sealing between covers is obtained by use of U-shaped locking bar, hinged in alignment with the cover hinges and locked at the closing edges by an eyebolt and hand wheel. When the cap is closed, it is secured with a handwheel nut with provisions for a car seal.

• **Discharge outlets.** The three center discharge outlets per car consist of a frame, sliding discharge gate and a manually-operated, power-multiplying gate-opening device for operation from either side of the car. The frame is welded to the lower part of the hopper and provides an opening of 24⅞ x 49¼ inches.

The 100-ton-capacity trucks are equipped with 36-inch one-wear cast steel wheels, 6½ by 12-inch axles, unit brake beams and two 12-inch-travel springs. Side frames are the narrow pedestal type. The double roller side bearings are riveted to the bolster which has the center plate and side bearing pad cast integral.

Length over coupler pulling faces is 54 feet 6½ inches. Inside length is 50 feet 2½ inches; inside width is 9 feet 11 inches. The height to side plate is 14 feet 1⅜ inches; to top of running boards, 14 feet 8 inches. Light weight is 65,000 pounds; load limit is 198,000 pounds. ■

MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended May 23 were not available as this issue went to press.

PIGGYBACK CARLOADINGS.—U.S. piggyback loadings for the week ended May 16 totaled 17,420 cars, compared with 15,711 for the corresponding 1963 week. Loadings for 1964 up to May 16 totaled 324,283 cars, compared with 296,252 for the corresponding period of 1963.

IN CANADA.—Carloadings for the seven-day period ended May 7 totaled 78,848 cars, compared with 103,827 for the previous nine-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
May 7, 1964	78,848	25,884
May 7, 1963	73,313	22,968
Cumulative Totals		
May 7, 1964	1,280,514	460,017
May 7, 1963	1,119,602	410,534

Dividends declared

ATLANTIC COAST LINE.—50¢, quarterly, payable June 12 to holders of record May 4.

CHESAPEAKE & OHIO.—$1, quarterly, payable June 20 to holders of record June 1; Preferred, 87½¢, quarterly, payable Aug. 1 to holders of record July 7.

CHICAGO, BURLINGTON & QUINCY.—$2, payable June 18 to holders of record June 3.

CHICAGO GREAT WESTERN.—Preferred, 62½¢, quarterly, payable June 30 to holders of record June 15.

CHICAGO & NORTH WESTERN.—Preferred, $1.25, payable July 15 and Oct. 15 to holders of record June 26 and Sept. 25, respectively.

KANSAS CITY SOUTHERN.—$1, quarterly, payable June 15 to holders of record May 29.

LOUISVILLE & NASHVILLE.—75¢, quarterly, payable June 12 to holders of record May 8.

MAINE CENTRAL.—5% Preferred, $6.26, payable June 1 to holders of record May 19.

MISSOURI PACIFIC.—Class A, $1, payable June 30 to holders of record June 12.

NEW YORK, CHICAGO & ST. LOUIS.—50¢, quarterly, payable July 1 to holders of record May 29.

NORFOLK & WESTERN.—$1.50, payable June 10 to holders of record May 14.

NORTH PENNSYLVANIA.—$1, paid May 25 to holders of record May 18.

PITTSBURGH, YOUNGSTOWN & ASHTABULA.—Preferred, $1.75, quarterly, payable June 1 to holders of record May 20.

ST. LOUIS-SAN FRANCISCO.—35¢, payable June 15 to holders of record June 1.

SOUTHERN.—70¢, quarterly, payable June 15 to holders of record May 15.

FREIGHT-TRAIN CARS

► *Erie Lackawanna.*—Ordered 500 70-ton hopper cars from Greenville Steel Car at a cost of approximately $5.2 million. This brings to more than $25 million the total value of new-equipment orders placed by the carrier this year.

► *Gulf, Mobile & Ohio.*—Ordered 18 Airslide covered hopper cars from General American.

► *Pacific Fruit Express.*—Will acquire 230 40-ft mechanically refrigerated trailers and 100 89-ft piggyback flat cars. One hundred of the new trailers will be 12½ ft. high and will be equipped with rails for hanging meat. The remaining 130 trailers will be 13½ ft. high.

NEW FACILITIES

► *New York Central.*—Ordered over 300 transistorized two-way radios from Motorola, at a cost of $360,000. The Motrac radios will be installed in diesel locomotives for communication with radio-equipped cabooses.

► *Savannah and Atlanta.*—Ordered 15 Carryphone portable radio units from Union Switch & Signal Division of WABCO.

PURCHASES

► *Two Months' Purchases Up 16.5%.*—Purchases by domestic railroads of fuel, material and supplies in the first two months of this year were $34,878,000, or 16.5%, higher than in the comparable 1963 period. Purchase estimates in following tables were prepared by Railway Age.

	February 1964 (000)	*Two Months 1964 (000)*	*Two Months 1963 (000)*
PURCHASES*			
Rail	$ 4,820	$ 10,151	$ 6,527
Crossties	2,708	6,068	5,786
Other Material	84,279	168,406	137,891
Fuel	29,216	62,004	61,547
Total	$121.023	$246.629	$211.751

*Subject to revision.

ORDERS & DELIVERIES

► *Orders decrease.*—Orders were placed in April for 4,243 new freight cars, compared with 7,742 in March. Orders in April 1963 totaled 2,570. Deliveries in April totaled 6,529, compared with 6,580 in March and 3,755 in April 1963. Backlog of cars on order and undelivered as of May 1 totaled 34,702, compared with 36,919 on April 1 and 19,869 on May 1, 1963.

TYPE	*ORDERED APRIL 1964*	*DELIVERED APRIL 1964*	*ON ORDER AND UNDELIVERED MAY 1, 1964*
BOX—PLAIN	820	1,109	7,664
FLAT	935	354	2,205
GONDOLA	12	95	1,437
HOPPER	1,500	2,501	10,275
COVERED HOPPER	366	1,016	5,677
REFRIGERATOR	270	441	3,024
STOCK	0	0	300
TANK	340	562	1,885
CABOOSE	0	35	123
OTHER	0	416	2,112
TOTAL	4,243	6,529	34,702
CAR BUILDERS	2,513	3,531	19,942
RAILROAD SHOPS	1,730	2,998	14,760

YOU OUGHT TO KNOW

Brosnan named CED trustee: Southern President D. W. Brosnan has been elected a trustee of the Committee for Economic Development, a non-profit organization of 200 business executives and educators. CED's objective is the promotion of high employment with stable economic growth.

Dual rate base for Plan I TOFC? Possibility of a dual-rate basis for Plan I piggyback was suggested by Eugene F. Ryan, president of Rail-Trailer Company, in a May 22 talk to a Workshop Conference on Coordinated Transportation at American University, Washington, D.C. Truckers, Mr. Ryan thinks, might publish one rate for all-highway service; another slightly lower rate for movement of the same shipment via rail TOFC. This, he says, would pass on piggyback savings to the shipper; eliminate punitive claims by truck drivers.

ARAM Award to Reynolds: The Association of Railroad Advertising Managers last week presented its Golden Spike Award to the Reynolds Metals Co. A Silver Plaque Award went to General American Transportation Corp. The awards are presented to non-railroad advertisers for outstanding contributions to a better understanding of railroads. The presentations took place at ARAM's 40th annual meeting at Sun Valley, Ida. New president of ARAM is William Thomas McFarlane, advertising manager of the Canadian Pacific; he succeeds J. M. Hagen, Great Northern's advertising manager.

Budd receives test car contract: The San Francisco Bay Area Transit District awarded a contract to construct 3 test cars to Budd, at a cost of $390,000. The "Laboratory cars" will be used to test new concepts in design and operation of transit cars on the BARTD 4½-mile test track. Delivery is scheduled for March, 1965.

Record passenger haul? Chicago, Burlington & Quincy's centennial observance of its suburban service produced what could very well be a record for U.S. passenger trains. More than 3,500 passengers rode a 20-car special train from Chicago to Aurora and back May 23. The special, pulled by a steam engine painted gold for the occasion, had 17 double-decker coaches and three power cars in its consist. CB&Q's special trains and tours over the same weekend drew 7,448 passengers.

Steel-pipe arches to the rescue: The dynamiting of a trestle and wrecking equipment on the Florida East Coast near Miami triggered a reconstruction operation that had trains running again two days later. Answering an emergency request from the road on a Sunday, the Armco Steel Corp. Metal Products Division recruited production crews for a midnight assembly line at its Jacksonville plant, which fabricated and coated three corrugated steel-pipe arches 50 inches by 31 inches in cross section, and had them on the way in trucks in less than seven hours. Non-union personnel installed the 40-ft pipes, backfilled them with clamshell buckets, and rebuilt the track.

PRR passenger-men's paper: As part of its program to upgrade passenger service, the Pennsylvania launched a monthly publication, "Headlight on Passenger Service," for its 1,500 passenger conductors and trainmen. The bulletin offers current news and techniques for increasing quality of service to travelers. The first issue carried a message from David E. Smucker, PRR vice president—operations, which stated the goal: "We must continually strive for better methods of operation, improvement in our equipment and its maintenance, and real excellence in our treatment of our passengers."

New president for ORC&B: George H. Harris, ORC&B senior vice president and the union's man on the scene in the White House work-rules talks in April, has been named president of the organization, succeeding 67-year-old Louis J. Wagner. Mr. Harris will serve out the unexpired portion of Mr. Wagner's term. New elections will be held in 1966. Mr. Wagner was elected to head ORC&B in 1961.

Current statistics

Net income, estimated	
3 mos., 1964	$144,000,000
3 mos., 1963	84,000,000
Carloadings, revenue freight	
20 wks., 1964	10,737,523
20 wks., 1963	10,630,647
Freight cars on order	
May 1, 1964	34,702
May 1, 1963	19,869
Freight cars delivered	
4 mos., 1964	23,829
4 mos., 1963	13,300
Serviceable cars	
Apr. 1, 1964	1,409,862
Apr. 1, 1963	1,414,166

PEOPLE

ARKANSAS & LOUISIANA MISSOURI.—Calvin E. Pamplin appointed bureau representative, Monroe, La. Abolished position of assistant general freight agent. **John M. Smith** named general agent, Monroe.

CHESAPEAKE & OHIO.—H. C. Bleakley named staff assistant to regional manager, Detroit, Mich.

W. F. Stone, manager power and car utilization, retired April 30 after nearly 50 years of service.

J. G. Paladino appointed piggyback terminal manager, Buffalo, N.Y. **Harvey A. Hansen** named assistant district manager—piggyback services, Chicago.

DULUTH, MISSABE & IRON RANGE.—James P. Keeney, Jr., supervisor pricing, **Bessemer & Lake Erie,** Pittsburgh, Pa., appointed manager of pricing, DM&IR.

Roland J. Hoch, Jr., appointed manager of sales. Mr. Hoch was formerly associated with Glendenning Motorways in Duluth as Wisconsin division manager.

GRAND TRUNK WESTERN.—I. A. Graham appointed engineer, Chicago division, Battle Creek, Mich., to succeed **J. R. Johnston,** retired. Mr. Graham was formerly assistant to the project engineer, Canadian National's Toronto Terminal project.

GREAT NORTHERN.—Effective June 1, **C. D. Archibald** named engineer maintenance of way, St. Paul, Minn., to succeed **W. J. Cruse,** resigned.

JERSEY CENTRAL LINES.—Joseph C. Hahn appointed general claim agent in charge of the general claim department on April 1. **Wallace Markert** named assistant general claim agent. **Wilson E. Ritchie,** division claim agent, Pennsylvania division, Allentown, Pa., retired March 31.

E. H. McCormack appointed general agent, Newark, N.J., succeeding **John J. Sella,** named lighterage agent, Jersey City. **W. G. Struble,** freight agent in charge of lighterage at Dock 11, succeeds Mr. McMormack as general agent at Metropolitan freight station, Elizabeth.

William D. Wakeman, general freight agent, Central division, Elizabeth, appointed general freight agent—staff, Jersey City. **John J. Regan,** general western freight agent, Chicago, named division freight agent, Central division, Newark. **Francis T. Burns, Jr.,** general agent, Boston, succeeds Mr. Regan at Chicago. **Edward M. Hoare,** general agent, Central division, Newark, succeeds Mr. Burns at Boston. **John T. Kuranda,** coal freight agent, appointed district freight agent, Central division, Newark.

Patrick T. Murphy appointed coal freight agent, Jersey City.

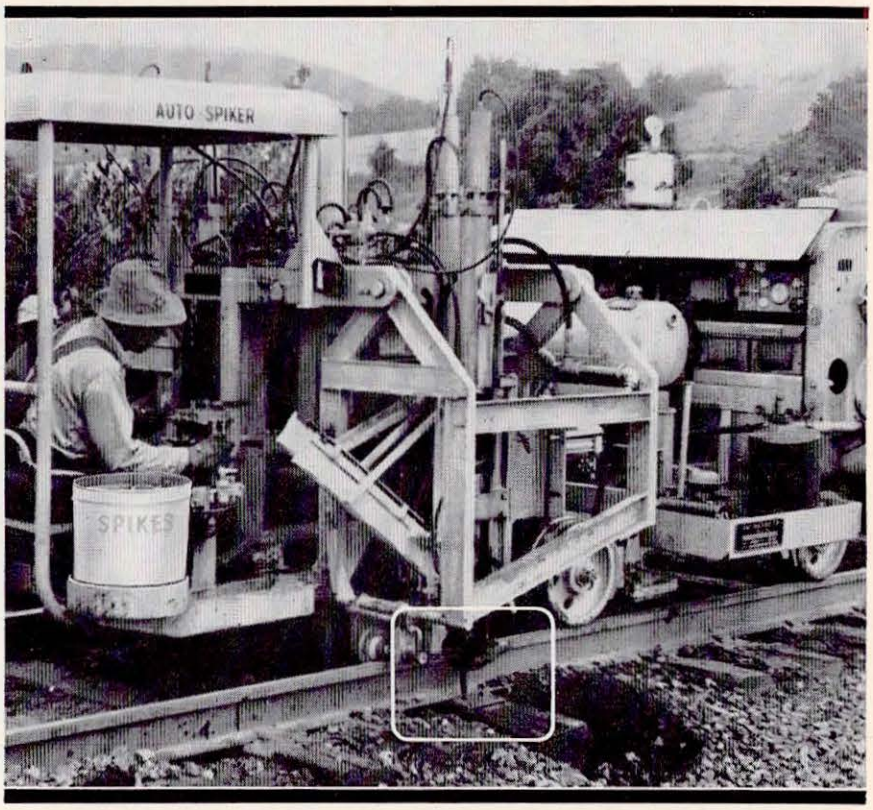
KENTUCKY & INDIANA TERMINAL.—Joseph J. Gaynor elected president and general manager, Louisville, Ky., on March 14. Mr. Gaynor had been acting president and general manager.

LOUISVILLE & NASHVILLE.—Leonard F. Vogt, district passenger agent, Cincinnati, retires May 31 after more than 48 years of service.

MISSOURI PACIFIC.—William R. Hanna, general agent, Baton Rouge, La., retired May 31 after more than 43 years of service.

MONON.—Effective June 1, the following

only AUTO-SPIKER



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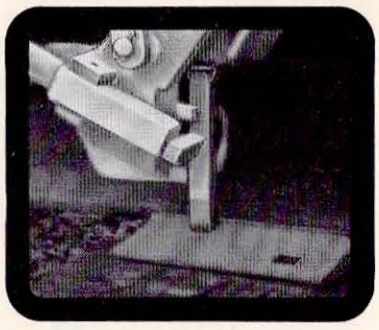

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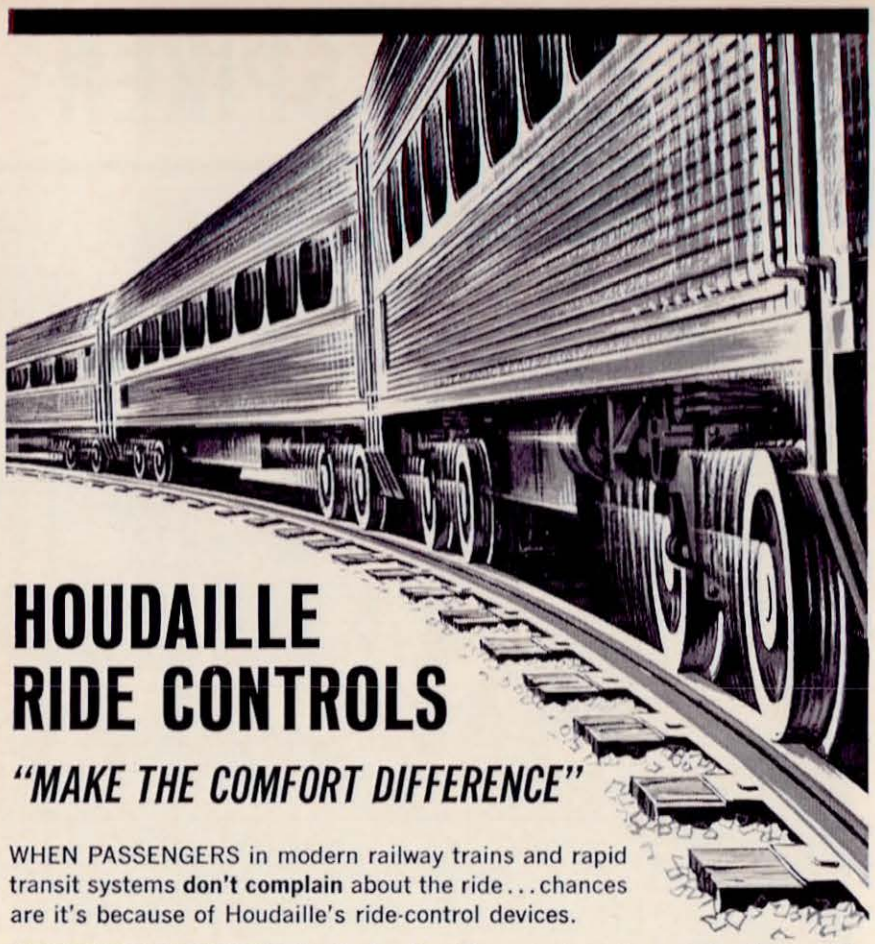

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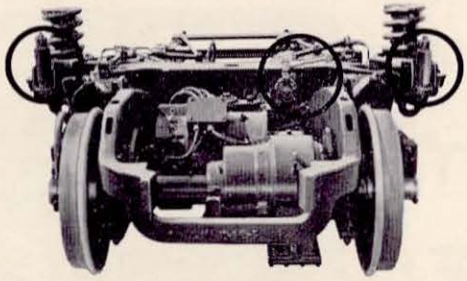

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promotions have been announced: **J. W. Coleman,** assistant to vice president—traffic and marketing, Chicago; **W. T. Flinn,** western sales manager and **R. P. Fisher,** sales representative, Chicago; **J. A. Martin,** district sales manager, 903 Arrott Bldg., Pittsburgh, Pa.; **A. L. Couey,** district sales manager, 66 Luckie Street, Atlanta, Ga.; **R. A. O'Brien,** assistant district sales manager, Cleveland, Ohio; **W. E. Heiple,** district sales manager, 238 National Bank of Commerce Building, New Orleans, La.; **R. A. Murawski,** sales representative, 1100 E. 38th Street, Indianapolis, Ind.

NICKEL PLATE.—**Ralph A. Gibson,** auditor of contracts, Cleveland, retired after 53 years with this road.

REA EXPRESS.—**C. D. Vannoy** appointed vice president and treasurer, New York. Mr. Vannoy was formerly treasurer and controller of Electronic Associates, Inc., West Long Branch, N. J.

SOO LINE.—Effective June 1, the following trainmasters transferred: **R. H. Dablow** from Fond du Lac to Stevens Point, Wis.; **J. A. DeKay** from Stevens Point to Thief River Falls, Minn.; **H. W. Ellefson** from Stevens Point to Marquette, Mich.; **F. A. Godin** from Enderlin, N. D., to Stevens Point; **D. F. Kemmer** from Thief River Falls to Fond du Lac; **W. E. Knutson** from Marquette to Enderlin.

SOUTHERN.—**John A. Rust** appointed chief engineer of all system lines, Washington, D. C., succeeding **J. Floyd Beaver,** who retired April 30. Mr. Rust has been vice president in charge of operations since 1962, which position he is vacating at his own request. Operations will continue under direction of **E. M. Tolleson,** executive vice president, Washington.

Supply Trade

Thomas F. Riddell has been elected to the newly created post of vice president, Central Atlantic region, **Berman Leasing Co.,** Philadelphia.

Ed Rogers, chief engineer, **International Railroads' Weighing Corp.,** has been appointed assistant vice president and director of engineering.

Theodore Elidoros has been named district manager, Railway Division, **Timken Roller Bearing Co.,** Montreal, Que., Can. Mr. Elidoros was formerly sales engineer at Montreal. Before joining Timken in 1953 Mr. Elidoros was a research engineer for the **Canadian Pacific.**

Arthur D. Baldwin, II, has been appointed merchandising manager of **Cleveland Graphite Bronze Division, Clevite Corp.,** Cleveland, Ohio. He will be responsible for merchandising programs directed to the automotive and railroad original equipment and replacement bearing markets.

Union Switch & Signal Division of **Westinghouse Air Brake Co.** has announced the appointment of **C. William Woods** as project manager—San Francisco Project. WABCO and its affiliates are furnishing, under three contracts, equipment for an automatic train control and communications system to the Bay Area Rapid Transit District at San Francisco. Mr. Woods was formerly employed by Philco Corp. in supervisory positions in the electronic manufacturing field.

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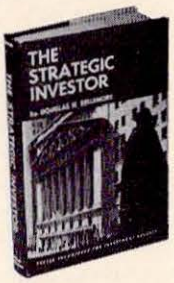

THE STRATEGIC INVESTOR

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contains *specific* plans geared to *specific* financial goals

Here's the book investors have been waiting for! A step-by-step guide that contains a host of plans aimed at achieving specific investment goals. For instance, one of the author's conservative investment plans aims at achieving $100,000 by retirement age. This plan requires only an investment of $500 a year during the first 10 year period—if the investor starts at 30. There are clear, easy-to-understand programs for other age groups and many varied investment goals. For the aggressive investor, willing to devote the necessary time and effort, there's an investment plan aimed at a goal of $200,000 (and more depending on funds invested) by retirement time. In still another example the author shows how an investment of $1,000 a year from ages 30 to 65 (with reinvestment of dividends) could result in the accumulation of about $236,000. In addition, you can gain a professional level of insight on such vital topics as—

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W. A. Cubbage—district manager
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RAndolph 6-0794
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K. F. Sheeran—regional vice president;
Walt W. Hutchinson—district manager

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1501 Euclid Ave.,
MAin 1-4455
H. H. Melville—vice president;
C. J. Fisher—district manager

Pittsburgh, Pa. 15219, Suite 203,
Carlton House
GRant 1-8186
C. J. Fisher—regional vice president

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22 Eighth St., N. E.,
TRinity 2-6720—J. S. Crane

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3915 Lemmon Ave.,
LAkeside 1-2322
Joseph Sanders

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'Fans' could help a lot

In shaping national policy toward transportation, 'outside' people might be more effective spokesmen than railroaders are.

There are many areas of public policy toward transportation where friends of the railroads—including "railroad fans"—are probably in a better position to get favorable results than railroad people themselves.

Take the matter of the relationship of highway costs to the size and weight of vehicles. There seems to be plenty of evidence that highway costs are increased geometrically in accommodating heavier vehicles—but nowhere do fees for highway use adequately reflect these higher costs. If railroad people dig out this evidence and disseminate it, being parties of interest, they are often suspect. To carry weight with the public, such information can often be more successfully promulgated and promoted by people who have no interest to serve except that of advancing the public welfare.

There are many organizations—local and national—of railroad fans; and of other transportation enthusiasts. Some of their interests are antiquarian and nostalgic. Where they are that and nothing more, such interests perhaps have no great present-day value—but there are relatively few railroad and transportation hobbyists whose concern is wholly for the past.

In suburban Morris County, New Jersey, there has been officially established a Board of Public Transportation, headed by Thomas T. Taber, a retired insurance company executive and long-time friend of railroading. This board is highly alert in defending its area's suburban railway service. This it does—not merely, as so many civic bodies do, by objecting to service curtailments—but also by expressing itself on such basic problems as over-taxation of railroad property and inadequate rush-hour tolls on highway tunnels and bridges.

Such spontaneous and well-directed effort by "outsiders" can be found all across the country. For example, in the Los Angeles-Long Beach area, Robert Swan, a retired naval officer, spends all his time in educational effort on that sector's public transportation problem. In Cambridge, Mass., a retired railroader and college teacher, Southworth Lancaster, is pursuing a similar dedicated course. Most of this spontaneous effort by "outsiders" is concentrated, primarily if not entirely, on passenger service—which is, perhaps, one reason why railroad managements have not always responded to this activity with all-out enthusiasm.

Railroad managements are employed to earn dividends (if possible) for stockholders. The prospects of making stockholders affluent by the operation of suburban passenger service are so remote that disproportionate managerial attention to this service (at the expense of time spent to develop remunerative freight service) would not be wise or provident.

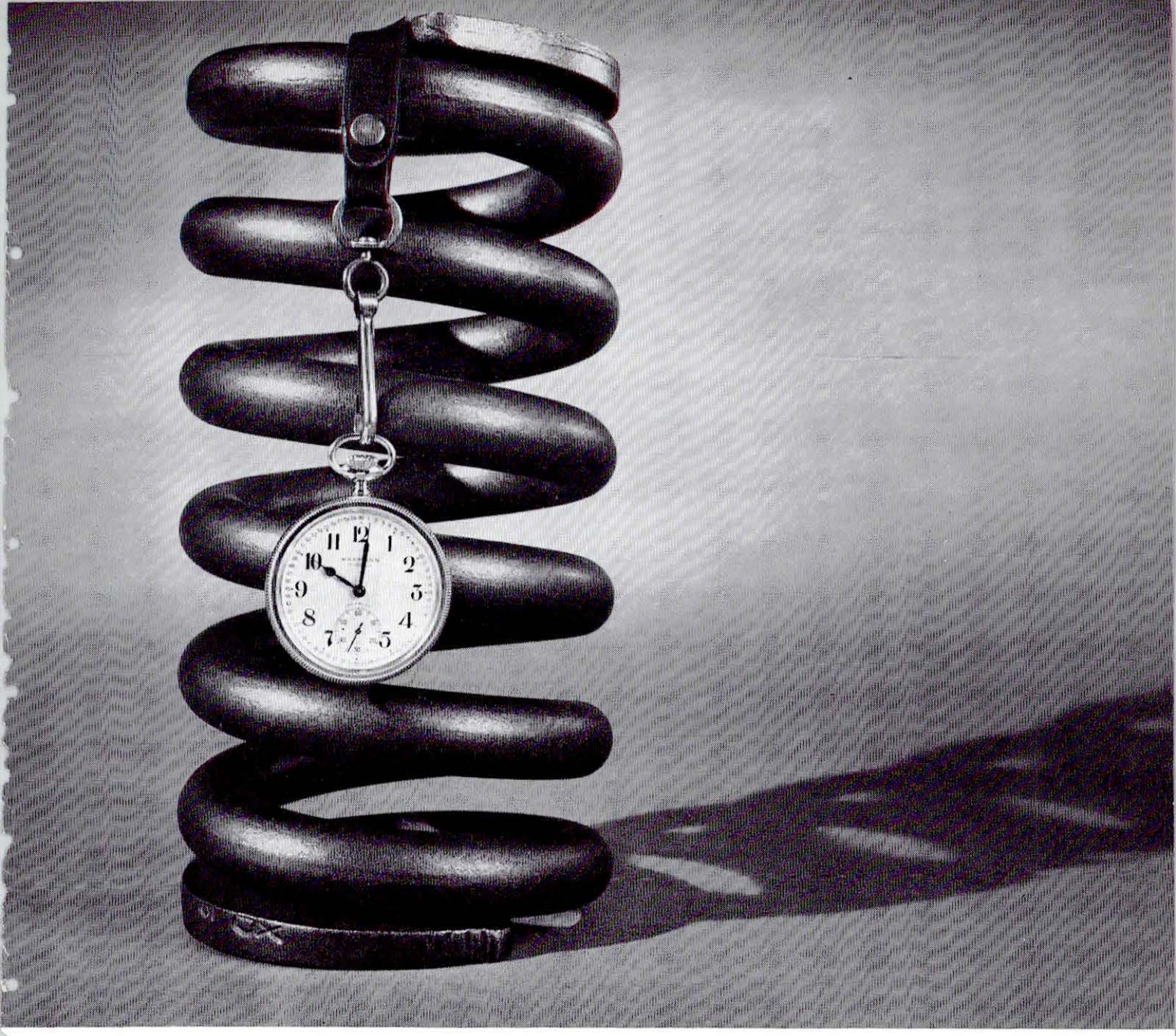
But some accommodation of viewpoints should be possible. Our own belief is that the interest of "outside" enthusiasts for railroad transportation could be aroused in the promotion of railroad freight service—if they were given all the facts. Information regarding passenger service—rates, accommodations, schedules—is easy to come by. Parallel information about pioneering ventures in the development of freight service is much harder to dig out. The Southern did a splendid job of publicizing its Big John grain rate reduction. All the railroads (with the help of Hoffa's objections) got the word around pretty well about their attractive rates for moving automobiles. But there are scores of other noteworthy rate actions about which the public knows relatively little. Fans might help here, if adequately informed.

Lopsided promotion by government

And there is the whole area of public policy toward transportation—wherein railroads are overtaxed and unpromoted by government, which lavishes pelf and promotion on the railroads' rivals. The railroads cannot do an all-out job of public instruction in this area, without their motives and their statements being suspect. Discussion of these questions by the parties at interest usually tends to degenerate into polemics, where often the fellow who shouts the loudest and longest gets most of the credence.

One of the most constructive efforts in the conveying of information that the railroads have been pursuing (to our observation) has been the service the Association of American Railroads provides for college teachers. This is a factual and documentary service—devoid of all propaganda—and quite modest in magnitude. Is there not a need for such an informational service for all opinion leaders seriously interested in these questions?

There is an enormous volume of good-will toward railroads that, so far, has been only partially mobilized. And, if it were fully mobilized, it could do a great deal of good. Of course, railroad people could not dominate such a movement, nor should they seek to do so. Civic-minded people, if kept well informed, usually do a lot of good—only rarely otherwise. Maybe some risk is involved, but nothing to match the certain harm which has ensued from public misinformation and indifference.



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